



March 10, 1995

Mr. and Mrs. Frank J. Abate 24101 Old Hundred Road Dickerson MD 20842

Dear Mr. and Mrs. Abate:

Congresswoman Morella has given me a copy of the letter you recently sent her about a noise barrier for the El Mara community. She asked that I respond directly to you.

The obstacle to a noise barrier in this location is its cost. Our analysis shows that such a barrier would exceed our cost-per-residence maximum of \$40,000. I cannot explain why the efforts of Citizens Against Beltway Noise (CABN) did not reach you personally; it is my understanding, though, that your community was represented in CABN.

While I can understand your frustration, I cannot promise that a solution is available under our present criteria. If your community is interested in discussing solutions such as those employed by some of your neighbors in similar situations, as described in my letter to Congresswoman Morella dated November 25, 1994 (copy enclosed), please feel free to call our Director of Environmental Design, Charlie Adams, at (410) 333-8063. In addition, I wanted to let you know that, over the coming months, we will be reviewing our entire noise policy, including eligibility and funding considerations. I have asked Charlie to get back with you once the outcome is known.

Again, thank you for letting us know your strong feelings on this matter. Should you have any questions, please feel free to call Charlie Adams.

Sincerely,

Hal Kassoff Administrator

Enclosure

cc: Mr. Charles B. Adams

The Honorable Constance A. Morella

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Kenfgri DECEIVIE D AUG I 0 1995

August 9, 1995

Contract No. B 780-501-477 F.A.P. No. IR-IRG-0005(51) I-695: I-83S to Charles St. Environmental Documentation

Ms. Kate Abraham 8 Lochmoor Court Lutherville, MD 21083

Dear Ms. Abraham:

Thank you for your patience in waiting for a response to your letter of January 23. As we have discussed on the phone, FHWA representatives met with Hal Kassoff and Charles Adams of SHA to discuss your concerns.

In our meeting, it was agreed that SHA would conduct a full analysis of the noise impacts. Those residences that were either in existence or planned, designed, and programmed as of December 13, 1985 (the date of authorization of the Federal-aid construction contract) will be considered for reasonable and feasible abatement. It is expected that the noise analysis will be submitted to our office for review by September 1. SHA and FHWA representatives will be in contact with you to discuss the results of the analysis.

If you have any further questions on this matter, please call us at (410) 962-4440.

Sincerely yours,

S. J. BINDER Susan J. Binder Division Administrator

cc: Hal Kassoff, SHA Charlie Adams, SHA Neil Pedersen, SHA

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Office of Environmental Design



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David L. Winstead Secretary Hal Kassoff Administrator

January 27, 1995

Ms. Kate Abraham 8 Lochmoor Court Lutherville MD 21083

Dear Ms. Abraham:

I am writing to follow-up on your request to former Secretary Lighthizer for construction of a sound barrier along I-695 at the Heatherfield, Seminary Ridge, and Fields at Seminary communities. We have completed our review and I would like to share our conclusions with you.

Shawk

You requested that the sound barrier project to the east of you be extended to protect your communities on the assumption that the State erred in omitting the Heatherfield community. We have re-evaluated Heatherfield and determined, through an on-site monitoring program, that, of the homes which pre-date the Beltway, four presently experience noise levels above the impact threshold of 67 decibels. The cost to provide the very minimum protection to these four homes would be over \$1 million, or more than \$250,000 per residence. Our costs are calculated using only those homes which are both impacted and pre-date the highway. As you can see, the cost to provide a sound barrier would greatly exceed the \$40,000 per residence maximum.

We have also monitored noise in Seminary Ridge and confirmed your feeling that levels exceed the impact threshold. (I understand that this information was previously conveyed to you.) As we discussed, the Seminary Ridge and Fields at Seminary communities both post-date the Beltway, and are therefore not eligible for barriers on the basis of impacts resulting from the original Beltway construction.

You also remarked that the Beltway is ten lanes wide in the area of your communities, and inquired about the history of that development. The Beltway consisted of eight lanes as of 1962, prior to the existence of Seminary Ridge. Expansion by two lanes occurred in 1987. Although Seminary Ridge was built in the interim, the impact of this widening on overall noise levels would have been negligible. This is so primarily because the widening occurred in the median. As a result, traffic was not brought physically closer to the community. Rather, the improvements were made to separate those travelers wanting to access I-83 from those continuing on the Beltway, and were not intended to increase capacity. Any resultant change in noise level would be in the 1-2 decibel range.

Fields at Seminary was built after the Beltway was widened, and therefore is not a candidate for abatement of noise attributable either to the original construction or to the widening.

My telephone number is ______

Ms. Kate Abraham January 27, 1995 Page Two

Under our current policy, we could draw no other conclusion than that your request does not meet our policy. Secretary David Winstead has asked us to re-evaluate our noise policy, which we will be doing over the next few weeks. It is not possible to determine how this might affect the conclusions on your area. We will be in contact with you following the policy re-evaluation.

At several points in our discussions on this issue, suggestions have been raised about possible alternatives to a state-funded barrier. We are very open to working with all of the communities to assist in developing possible alternatives. Please feel free to contact Charlie Adams to discuss how we can help. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Mr. Charles B. Adams

Mr. Thomas Osborne

Mr. David L. Winstead

P.S. I sincerely regent floor I could not offer more I a possitive response.

Ms. Kate Abraham January 27, 1995 Page Three

bcc: Mr. Charles R. Olsen

Prepared by: Charles B. Adams



David L. Winstead Secretary Hal Kassoff Administrator

September 21, 1995

Mr. Eric Adler 9509 Footprint Place Columbia, Maryland 21046

Dear Mr. Adler:

Thank you for your telephone call regarding the noise situation at your home located adjacent to I-95, in Howard county.

As we discussed, I have enclosed a copy of the correrspondence which explains our position on noise abatement for your community. If you should have any questions concerning this information, please feel free to contact me at (410) 333-8071.

Sincerely,

Jim Hade

Team Leader

Noise Abatement Section

CC:

Shawn Newson

#1086

David L. Winstead Secretary Hal Kassoff Administrator

December 14, 1995

Mrs. Sheila Alexander 6810 Friendship Court Clinton, Maryland 20735

Dear Mrs. Alexander:

Thank you for contacting our office about the noise at your home located near MD 5, in Prince Georges county. I would like to explain a little more about our noise abatement program and how this relates to your request.

Noise abatement projects are classified as either Type II or Type I projects. I would like to address the Type II area first. The Type II program involves the construction of noise barriers at locations along existing highways where the highway was built before environmental impact analyses became a requirement of the highway development process. These are stand-alone projects that consist solely of noise barrier construction. Construction of Type II noise barriers is limited to the Interstate highway system. Given this information, the community would not qualify for our Type II noise program.

Type I noise abatement projects, are those which are built in conjunction with new roadway construction or expansion of existing highways. Noise barriers are included when an environmental impact analysis, conducted as part of the highway planning process determines that an adverse noise impact from the proposed highway would result, and that noise levels can be reduced for a reasonable cost. Noise levels must exceed the impact threshold to be considered for either program.

During the planning of the MD 5 improvements, an environmental evaluation was conducted to determine if the adjacent communities would be impacted by noise from the proposed improvements. There are two basic things we look at in making a determination of noise impact. First is whether noise levels will exceed 67 decibels and second is whether there will be a significant change in noise levels over a no-build situation. We define significant change as equal to or greater than 5 decibels. The study showed that residences in the area of Friendship Road would experience noise levels in the excess of the 67 dBA impact threshold. There would be a change of 2 dBA for the design year 2015 with the proposed improvements. Therefore, noise barriers were not justified for inclusion with this project. However, as the highway project is initiated, we will investigate the possibility of providing some landscape screening in the vicinity of Friendship Road.

My telephone number is	

8

Mrs. Alexander December 14, 1995 Page Two

We will be happy to meet with you to discuss the feasibility of landscape screening. If you would like to meet, please contact me at (410)545-8640.

Charles B. Adams

Director

Office of Environmental Design

cc: Jim Hade

Ken Polcak

Shawn Newson



David L. Winstead
Secretary
Hal Kassoff
Administrator

August 15, 1995

Mr. David H. Bader
D. H. Bader Management Services, Inc.
11141 Georgia Avenue
Suite 512
Silver Spring MD 20902

Dear Mr. Bader:

Thank you for your recent letter about a noise barrier for the Grosvenor community along the I-270 East Spur.

Our policy for noise barriers is being reviewed by a panel of state elected officials. This process has just gotten underway and should be completed in the next several months. Once this review has been completed, we will revisit your request for a sound barrier in light of the revised policy criteria.

In the meantime, if you have any questions, please do not hesitate to call me at (410) 333-8063.

Charles B. Adams, Director

Office of Environmental Design

CBA/ih

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. David H. Bader August 15, 1995 Page Two

bcc: Mr. James Hade

Mr. John Lewis (MDOT) w/incoming Ms. Shawn Newson

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David L. Winstead
Secretary
Hal Kassoff
Administrator

February 17, 1995

Mr. Edward Bamberger 60 Blondell Court Timonium, MD 21093

Dear Mr. Bamberger:

Thank you for your telephone call to our office regarding the noise situation at your community, located adjacent to I-83. Enclosed, for your information, is a copy of our Noise Abatement Criteria.

Noise barrier projects are classified as either Type I or Type II projects. Type I barriers are erected in conjunction with new roadway construction or with the reconstruction/expansion of existing highways.

Such barriers are built when an environmental impact analysis, conducted as part of the highway planning process, predicts that the noise impact from the proposed highway will exceed the impact threshold of 67 decibels, and an effective noise barrier can be built which meets our cost criterion of \$40,000.

Type II ("or retrofit") barriers, on the other hand, are erected along highways which were built before environmental impact analyses became a requirement of the highway development process. These are stand alone projects which consist of barrier construction only, and are funded subject to the availability of federal money and a local share of 20% of the project cost. An essential criterion for Type II eligibility is that the majority of impacted residences pre-date the original construction of the adjacent highway. This criteria also applies to non-residential buildings, such as schools.

Since there are currently no plans proposed for improvements along I-83, we could not consider the community for a Type I noise situation. Also, our records indicate that the homes in the Chapel Ridge community were built after completion of I-83. Based on this information, we could not consider the homes for Type II noise abatement either.

In situations where we know the community will not meet our criteria, we are reluctant to conduct a noise study. As we would be unable to offer any type of noise abatement.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Bamberger Page Two

I regret that we are unable to offer a more positive response to your request. If you should have more questions or wish to discuss this matter further, please contact me at (410) 333-8063.

Sincere

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. James Hade

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David L. Winstead
Secretary
Hal Kassoff
Administrator

November 20, 1995

Mr. Rick Barty 133 Riverview Avenue Annapolis, Maryland 21401

Dear Mr. Barty:

Thank you for contacting our office about the noise at you home located along U.S. 50, in Anne Arundel county. I'd like to explain a little about our noise abatement program and how this relates to your request.

Noise abatement projects are classified as either Type II or Type I projects. Those which fall into the Type II program involve the construction of noise barriers at locations where the highway was built before environmental impact analyses became a requirement of the highway development process. These are stand-alone projects that consist solely of noise barrier construction.

We have evaluated your community to determine if it meets our Type II eligibility criteria. It was found that the cost to build a noise barrier between Ridgely Road and the Severn River Bridge, would exceed our maximum of \$40,000 per residence. Given this information, we could not consider the area for Type II noise barriers.

Type I noise abatement projects, on the other hand, are those which are built in conjunction with new roadway construction or expansion of existing highways. Noise barriers are included when an environmental impact analysis, conducted as part of the highway planning process determines that an adverse noise impact from the proposed highway would result, and that noise levels can be reduced for a reasonable cost. Noise levels must exceed the impact threshold to be considered for either program.

During the planning of the U.S. 50/301 improvements, an environmental evaluation was conducted to determine if the adjacent communities would be impacted by noise from the proposed improvements. There are two basic things we look at in making a determination of noise impact. First is whether noise levels will exceed 67 decibels and second is whether there will be a significant change in noise levels over a no-build situation. We define significant change as equal to or greater than 5 decibels. The study showed that residences on Riverview Avenue would experience future year 2010 noise levels in excess of the 67 dBA impact threshold. There would be an increase of 2 dBA due to the highway improvements.

My telephone number is	

Mr. Rick Barty November 20, 1995 Page Two

At that time our policy was to consider noise barriers only when an increase of 5 dBA is forecast. Therefore, noise barriers were not justified for inclusion with this project.

In 1989, when the actual construction project was underway, an excess of earth was available from the construction and space was available to construct an earth berm. The earth berm, which is located along the western end of Riverview Avenue, provides protection for five residences.

Over the years we have heard from many citizens who have voiced some of the same concerns as yours. Because of these issues, a decision was made to review our noise policy to see if revisions should be made. At this time it would be unfair to speculate whether any revisions would change the circumstances of your community. However, once the review process is complete, we will re-evaluate the area.

I am sorry that I could not offer a more positive response to your request. I will be in touch when the review is completed. In the meantime, if you should have any questions regarding this information, please contact me at (410)545-8640.

Director

Office of Environmental Design

cc:

Jim Hade Ken Polcak Shawn Newson



David L. Winstead
Secretary
Hal Kassoff
Administrator

September 6, 1995

Ms. Sherry Becker 2806 Grastywoods Lane Baltimore, Maryland 21208

Dear Ms. Becker:

Mr. Ken Polcak asked that the enclosed information be forwarded to you. Included is the maps and table of the noise analysis for the Brickford and Ice Pond area.

Mr. Polcak is out of the office this week, and will contact you when he returns on September 14, 1995. In the meantime, if you have any questions, please feel free to contact me at (410) 333-8073.

Singerely,

Shawn Newson

Office of Environmental Design,

Acoustic Team

Enclosure

cc: Mr. Ken Polcak

My telephone number	is	
wy telephone number	IS	



File David L. Winst

10

David L. Winstead Secretary Hal Kassoff Administrator

August 15, 1995

Mr. Fred Blaine 8911 Chantel Court Ellicott City, Maryland

Dear Mr. Blaine:

I am writing to report the results of the noise monitoring study conducted at your home located near I-70. A graph of the 24-hour noise monitoring study is included for your information.

The 24-hour noise test was conducted on the upper level deck in your back yard. The measurement shows that noise levels at your home were consistently below our impact threshold of 67 decibels (dBA). The impact threshold is the level which must be exceeded before we can consider a community for noise abatement.

While the noise levels at your home do not reach the impact threshold of 67 dBA, an in-depth noise monitoring study of the entire community needs to be done to see if any homes are impacted at 67 dBA. This study will include additional 24-hour studies, as well as short-term measurements at selected sites throughout the community. Someone from our office will contact you in the next several weeks to schedule a time frame for this work.

In the meantime, if you have any questions regarding this matter, please do not hesitate to contact me at (410) 333-8063.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. Jim Hade

Mr. Ken Polcak Ms. Shawn Newson

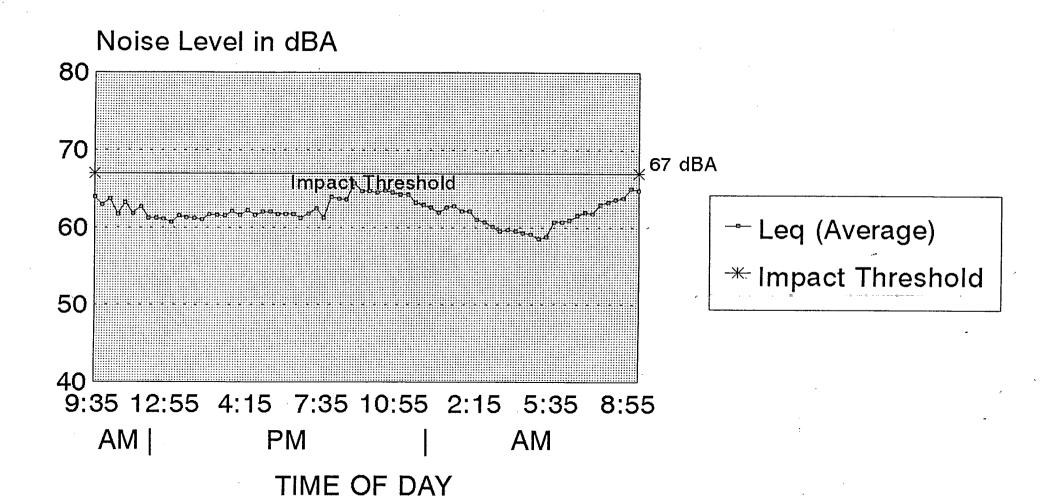
My telephone number is_____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

24 - HOUR NOISE MONITORING STUDY

8911 CHANTEL COURT BLAINE RESIDENCE

17



Northeast Quadrant of I-70/U.S.29 Interchange EXHIBIT 1 AUGUST 2-3, 1995



David L. Winstead Secretary Hal Kassoff Administrator

July 24, 1995

Mr. Edward Bamberger 60 Blondell Court Timonium, Maryland 21093

Dear Mr. Bamberger:

Thank you for your recent letter regarding the noise situation along I-83, in the vicinity of the Chapel Ridge community. You voiced several concerns in your letter that I would like to address in the order in which you raised them.

Type I noise abatement projects are those which are built in conjunction with new roadway construction or reconstruction. Impact assessment is based upon the noise levels expected to result from the improvements compared to the impact threshold level of 67 decibels and the increase in noise levels over those had the improvements not occurred. Existing I-83 was constructed in 1974, which was before construction of Chapel Ridge.

The Federal Highway Administration (FHWA) has not established specific criteria for Type II decision making. They have left it up to the individual states to develop their own criteria for determining where Type II noise barriers are reasonable and feasible. When Maryland made the decision to develop a Type II program, we felt that eligibility should be based upon development which predated the original highway. Additionally, noise levels must exceed the 67 dBA threshold, a barrier must provide a minimum of 5 DBA reduction and the cost of the barrier cannot exceed \$40,000 per protected residence.

Bullet point #1 - Our noise policy is currently under review. It is expected that this review will be completed in the next several months. Under our current policy the Chapel Ridge community does not fall under either Type I or II criteria. If the policy review changes these circumstances, we will revisit this issue. I want you to know that many of the points you have raised echo those we have received from other communities and are being addressed in the new policy.

Bullet point #2 - The most recent noise monitoring study was conducted on Averne Court in 1990. Included for your information is a copy of the results.

My telephone number i	S

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. Bamberger July 24, 1995 Page Two

Bullet point #3 - Also included, is a letter from 1985 which documents a request for noise abatement for Mays Chapel.

Bullet Point #4 - Highway reconstruction is defined as any project which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.

Bullet point #5 - The history of I-83 from our records is:

- O 1962 Dual lanes to Pennsylvania completed.
- O 1970 Bridges widened at Timonium Road and Padonia Road.
- O 1971 3rd lane added to Padonia Road.
- O 1974 3rd lanes added from Padonia Road to Shawan Road.

Bullet point #6 - The information regarding traffic volume studies will require further investigation. We will report our findings to you as soon as they become available. There are no plans for any improvements on I-83 at this time.

Bullet point #7 - Noise barriers which have been built in Maryland are funded with Federal and state transportation funds. We have not constructed any barriers which did not meet our policy.

I hope that I have clarified your concerns about our noise abatement program. I will get in touch with you with the results of our noise policy review. In the meantime, if you should have any questions, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. Jim Hade

Ms. Shawn Newson

Mr. Ken Polcak



20

David L. Winstead Secretary Hal Kassoff Administrator

September 26, 1995

Mr. Edward Bamberger 60 Blondell Court Timonium, Maryland 21093

Dear Mr. Bamberger:

I am writing to report the information you requested regarding traffic date along I-83 from Timonium Road to Padonia Road. Attached is the traffic volume report and a sheet which explains each of the traffic terms.

If you should have any questions regarding this information, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

Attachment

cc: Jim Hade

Ken Polcak Shawn Newson



H

David L. Winstead Secretary Hal Kassoff Administrator

Novemebr 16, 1995

Mr. Edward Bamberger 60 Blondell Court Timonium, Maryland 21093

Dear Mr. Bamberger:

I am writing to report the information you requested regarding the traffic volumes along I-83, from Timonium Road to Padonia Road. Attached is the traffic volume data which includes counts over the last five (5) years, as well as predicted year 2020 traffic counts.

If you should have any questions or require additional information, please contact me at (410)545-8640.

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc:

Jim Hade

Ken Polcak

Shawn Newson

My telephone number is _____



David L. Winstead Secretary Hal Kassoff Administrator

July 24, 1995

Mr. Edward Bamberger 60 Blondell Court Timonium, Maryland 21093

Dear Mr. Bamberger:

Thank you for your recent letter regarding the noise situation along I-83, in the vicinity of the Chapel Ridge community. You voiced several concerns in your letter that I would like to address in the order in which you raised them.

Type I noise abatement projects are those which are built in conjunction with new roadway construction or reconstruction. Impact assessment is based upon the noise levels expected to result from the improvements compared to the impact threshold level of 67 decibels and the increase in noise levels over those had the improvements not occurred. Existing I-83 was constructed in 1974, which was before construction of Chapel Ridge.

The Federal Highway Administration (FHWA) has not established specific criteria for Type II decision making. They have left it up to the individual states to develop their own criteria for determining where Type II noise barriers are reasonable and feasible. When Maryland made the decision to develop a Type II program, we felt that eligibility should be based upon development which predated the original highway. Additionally, noise levels must exceed the 67 dBA threshold, a barrier must provide a minimum of 5 DBA reduction and the cost of the barrier cannot exceed \$40,000 per protected residence.

Bullet point #1 - Our noise policy is currently under review. It is expected that this review will be completed in the next several months. Under our current policy the Chapel Ridge community does not fall under either Type I or II criteria. If the policy review changes these circumstances, we will revisit this issue. I want you to know that many of the points you have raised echo those we have received from other communities and are being addressed in the new policy.

Bullet point #2 - The most recent noise monitoring study was conducted on Averne Court in 1990. Included for your information is a copy of the results.

My tel	ephone	number	is		
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Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. Bamberger July 24, 1995 Page Two

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Bullet point #7 - Noise barriers which have been built in Maryland are funded with Federal and state transportation funds. We have not constructed any barriers which did not meet our policy.

I hope that I have clarified your concerns about our noise abatement program. I will get in touch with you with the results of our noise policy review. In the meantime, if you should have any questions, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Simderely

Office of Environmental Design

Enclosure

cc: Mr. Jim Hade

Ms. Shawn Newson

Mr. Ken Polcak



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David L. Winstead Secretary Hal Kassoff Administrator

November 20, 1995

Mr. Rick Barty 133 Riverview Avenue Annapolis, Maryland 21401

Dear Mr. Barty:

Thank you for contacting our office about the noise at you home located along U.S. 50, in Anne Arundel county. I'd like to explain a little about our noise abatement program and how this relates to your request.

Noise abatement projects are classified as either Type II or Type I projects. Those which fall into the Type II program involve the construction of noise barriers at locations where the highway was built before environmental impact analyses became a requirement of the highway development process. These are stand-alone projects that consist solely of noise barrier construction.

We have evaluated your community to determine if it meets our Type II eligibility criteria. It was found that the cost to build a noise barrier between Ridgely Road and the Severn River Bridge, would exceed our maximum of \$40,000 per residence. Given this information, we could not consider the area for Type II noise barriers.

Type I noise abatement projects, on the other hand, are those which are built in conjunction with new roadway construction or expansion of existing highways. Noise barriers are included when an environmental impact analysis, conducted as part of the highway planning process determines that an adverse noise impact from the proposed highway would result, and that noise levels can be reduced for a reasonable cost. Noise levels must exceed the impact threshold to be considered for either program.

During the planning of the U.S. 50/301 improvements, an environmental evaluation was conducted to determine if the adjacent communities would be impacted by noise from the proposed improvements. There are two basic things we look at in making a determination of noise impact. First is whether noise levels will exceed 67 decibels and second is whether there will be a significant change in noise levels over a no-build situation. We define significant change as equal to or greater than 5 decibels. The study showed that residences on Riverview Avenue would experience future year 2010 noise levels in excess of the 67 dBA impact threshold. There would be an increase of 2 dBA due to the highway improvements.

My telephone number is
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. Rick Barty November 20, 1995 Page Two

At that time our policy was to consider noise barriers only when an increase of 5 dBA is forecast. Therefore, noise barriers were not justified for inclusion with this project.

In 1989, when the actual construction project was underway, an excess of earth was available from the construction and space was available to construct an earth berm. The earth berm, which is located along the western end of Riverview Avenue, provides protection for five residences.

Over the years we have heard from many citizens who have voiced some of the same concerns as yours. Because of these issues, a decision was made to review our noise policy to see if revisions should be made. At this time it would be unfair to speculate whether any revisions would change the circumstances of your community. However, once the review process is complete, we will re-evaluate the area.

I am sorry that I could not offer a more positive response to your request. I will be in touch when the review is completed. In the meantime, if you should have any questions regarding this information, please contact me at (410)545-8640.

Director

Office of Environmental Design

cc:

Jim Hade Ken Polcak Shawn Newson



26

David L. Winstead Secretary Hal Kassoff Administrator

November 7, 1995

Mr. & Mrs. Richard Benzel 1810 Hall Brown Road Annapolis, Maryland 21401

Dear Mr. & Mrs. Benzel:

Thank you for contacting our office about the noise situation at your home located along I-97, in Anne Arundel county.

When we receive requests for noise barriers, they are evaluated and measured against criteria that include: whether the noise levels exceed 67 decibels (dBA), whether the homes pre-date the highway, whether an effective barrier can be built, and whether a barrier can be built for a reasonable cost.

In 1981 when the Federal Highway Administration gave its approval for the improvements along the Baltimore-Annapolis Corridor (which included the I-97 construction), the sub-division that you live in had not yet been constructed. The date of location approval is considered the date of public knowledge of a project. We do not fund noise abatement in areas that were developed after the date of public knowledge of a proposed highway project. Even if some of the homes in the area were constructed by the time the improvements were begun and completed, the use of that land was subsequent to the date of public knowledge. Unfortunately, given this information we cannot consider the community for noise abatement.

I regret that I am unable to offer a positive response to your inquiry. However, if you have any questions regarding this information, please contact me at (410) 545-8640.

Charles B. Adams

Director

Office of Environmental Design

cc:

Jim Hade Ken Polcak Shawn Newson

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free





O. James Lighthizer Secretary Hal Kassoff Administrator

January 26, 1995

Dr. John Beschenbossel 1604 Governor Bridge Road Davidsonville, MD 21035

Dear Dr. Beschenbossel:

I am writing in response to your request for a wooden fence to be installed along US 50 adjacent to your community.

I reviewed the circumstances after we met and discussed the issue with District Engineer Edward Meehan. We feel that the installation of the fence will not have any significant affect upon the noise levels in the area. This is particularly true at your home due to the distance, several hundred feet, you are from the highway.

As you are aware, the cost of a sound barrier was not within the State Highway Administration's cost criterion. We have installed evergreens to provide a screen which will provide a visual buffer as the trees increase in height. I recognize that it will take some time to achieve this screening effect.

We do not feel that the installation of a wooden fence is justified. I'm sorry I can not provide a more positive response. If you have any questions, or would like to discuss this, please give me a call at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Edward Meehan

Page Two Dr. John Beschenbossel 1/26/95

(bcc: Jim Hade

NOISE:

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

Maryland Department of Transportation

May 8, 1995

Mr. Charles Brannan
Vice President
Calverton Citizens' Association
13214 Ingleside Drive
Beltsville MD 20705

Dear Mr. Brannan:

Senator Arthur Dorman and Delegates Pauline Menes, Im Rosapepe, and Barbara Frush wrote to me and asked me to let you know what our Department is doing about a noise barrier for the Calverton community adjacent to I-95.

While the State Highway Administration (SHA) has determined that the Calverton area north of MD-212 meets the eligibility criteria for a noise barrier, lack of funding has prevented a project from moving forward. A number of other communities are in the same situation. At this point, I cannot say exactly when this project may be funded for construction.

A number of issues have been raised about the highway noise program. We will be reviewing the entire program over the coming months, and we will look at all of these issues, including funding for previously approved areas. When we complete this review; we will get back in touch with you and your elected representatives about the Calverton noise barrier.

In the meantime, if you have any additional questions, please feel free to call SHA's Director of Environmental Design, Mr. Charles Adams, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary :

cc: Mr. Charles B. Adams

The Honorable Arthur Dorman

The Honorable Barbara Frush

Mr. Hal Kassoff

The Honorable Pauline Menes

The Honorable Jim Rosapepe

My telephone number is (410)- 859-760





David L. Winstead Secretary Hal Kassoff Administrator

September 6, 1995

Mr. William Burton 1747 Lerch Farm Court Davidsonville, Maryland 21035

Dear Mr. Burton:

I am writing to follow-up your recent conversation with Ms. Shawn Newson of our office regarding the noise monitoring study scheduled for your community.

As you requested, we will postpone the 24-hour noise monitoring study at your residence until this fall when the leaves have fallen off the trees. A representative from our office will contact you by the end of October to schedule a timeframe for this work.

In the meantime, if you have any questions regarding this matter, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc: \Ms. B.J. Gibson

Mr. Jim Hade

Mr. Ken Polcak

Ms. Shawn Newson

My telephone number is _

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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David L. Winstead Secretary Hal Kassoff Administrator

October 5, 1995

Mrs. Estelle Carroll 1738 W. Winchester Road Annapolis MD 21401

Dear Mrs. Carroll:

I am writing as a follow-up to our recent meeting about the noise levels at your home adjacent to US 50. I indicated that we would look at the previous analysis to determine if an extension of the noise barrier planned just east of you might be possible.

We have reviewed the previous analysis and I would like to summarize the results.

- 1. Current noise levels from US 50 exceed the impact threshold of 67 decibels.
- 2. Construction of a noise barrier to provide even a minimum amount of noise reduction would have to extend onto the Severn River Bridge. The cost to extend the barrier would be over \$200,000 and would not be within our cost/residence maximum of \$40,000 per protected residence.

I am sorry that I am unable to report good news to you. There is no question that your home is adversely affected by the noise from US 50. If you have any questions, please give me a call at (410) 333-8063.

Sincerely,

Charles B. Adams, Director Office of Environmental Design

CBA/ih

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Maryland Department of Transportation

39

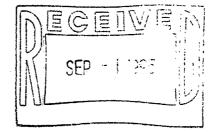
Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary

The Secretary's Office

August 22, 1995



Mr. John Cece 7004 Kepner Court Lanham MD 20706

Dear Mr. Cece:

Governor Glendening has asked me to thank you for your letter and reply on his behalf regarding a noise barrier for the Kingswood community.

The Kingswood community as you are aware, meets the eligibility criteria for a noise barrier. The issue has been one of fund availability. The Department of Transportation and the State Highway Administration (SHA) are in the process of putting together statewide transportation needs for the Consolidated Transportation Program (CTP) for 1996-2001. Funding of noise barriers for those previously approved communities, which includes Kingswood, is being looked at for inclusion.

This process will be finalized in the coming months when we visit with officials from each county to discuss transportation priorities. No final decisions have been made at this point, however, we are looking at ways to fund noise barriers for you and other impacted communities.

Thank you for taking the time to share your concerns with us and for your continued patience. If you have any questions or would like any additional information please contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc:

The Honorable Parris N. Glendening

Mr. Hal Kassoff

Mr. Charles B. Adams

859-7600

My telephone number is (410)-

TTY For the Deaf: (410) 684-6919

Mr. John Cece August 21, 1995 Page Two

bcc: Mr. Paul Armstrong

Mr. James Hade

Mr. John Lewis (MDOT)

Prepared by: Charles B. Adams, SHA, Office of Environmental Design



addressed.

Maryland Department of Transportation State Highway Administration

34

UDISE

David L. Winstead Secretary Hal Kassoff Administrator

Walt Lant want,
to heip having on this
September 1, 1995
Mr. John J. Clark, Director Office of Planning and Project Development
Montgomery County were I mement language and
Department of Transportation 101 Monroe Street Myn Sgid ypid strik me.
Rockville MD 20850 All haven't seen anything of inch
To All
Enclosed for signature by the appropriate County officials are two (2) originals of a Memorandum of Understanding (MOU) between the State Highway Administration (SHA) and
Montgomery County (County) for the I-495 Noise Abatement Barriers project.
Congrelly this MOII marila 6 CVV
Generally, this MOU provides for SHA to construct noise abatement barriers along I-495 approximately from 2000' east of MD 187 to 1500' east of Fernwood Road. SHA will fund agree in
80% of the construction cost via use of Federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds and the County will fund the remaining 20% of the construction costs.
SHA will fund design costs for the barriers.
The MOU has been review by both SHA and the County, and all comments have been
of John Start and the Country, and an comments have been

The project has been advertised and bid opening is scheduled for September 7, 1995, therefore time is of the essence in executing this MOU.

Following application of County signatures, please call me or my assistant Glenn Klaverweiden, and we will arrange to have the two (2) originals returned to SHA and circulate for SHA's execution signatures. Glenn or I can be reached at (410) 545-5677.

Once SHA has executed the two (2) originals we will arrange to have one (1) fully executed original returned to the County for its use and information.

My telephone number is	
------------------------	--

Mr. John J. Clark I-495 Noise Abatement MOU Page 2

I would like to thank you for your assistance in bringing this matter to a successful conclusion and if you should have any questions, do not hesitate to call me.

Sincerely,

Walter S. Kowalsky

Agreements Coordinator

Regional and Intermodal

Planning Division

Enclosures (2)

cc: Mr. Charlie Adams

Ms. Mary Deitz

Mr. Neil J. Pedersen

Mr. Douglas H. Simmons



36

David L. Winstead Secretary Hal Kassoff Administrator

August 28, 1995

Mr. John Clark, Director
Office of Planning and Project Development
101 Monroe Street
EOB Tenth Floor
Rockville MD 20850

Dear Mr. Clark:

I am writing as a follow-up to our conversation about two noise barrier projects on I-495, the Capital Beltway in Montgomery County.

The two as yet unbuilt projects are at Woodside Forest community east of MD 97 and the Indian Springs community adjacent to the inner loop west of University Boulevard, MD 193. The estimated construction cost for these projects is \$3.5 million and \$1.5 million, respectively.

If you should have any additional questions, please give me a call at (410) 333-8063.

Charles B. Adams, Director Office of Environmental Design

CBA/ih

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Maryland Department of Transportation

37

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

The Secretary's Office

September 22, 1995

Mr. Charles Coale 4006 74th Place Landover Hills MD 20784

Dear Mr. Coale:

Thank you for your letter about a sound barrier for the Bellemead community adjacent to US 50 in Prince George's County. As you indicated in your letter, the Bellemead area has previously been determined to meet the eligibility criteria for a sound barrier. The question has been one of funding.

We are currently looking at the funding for all of the remaining retrofit noise barriers, including one for Bellemead. I expect a final decision to be made in the next few months. We are attempting to fund these remaining projects.

Again, thank you for taking the time to share your concerns with me. If you have any questions, please feel free to call Mr. Charles Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

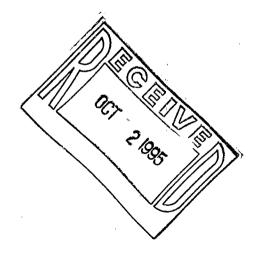
cc:

Mr. Charles B. Adams

Mr. Hal Kassoff Mr. John Lewis Mr. Charles Coale September 25, 1995 Page Two

bcc: Mr. Paul Armstrong

Mr. James Hade Ms. Shawn Newson





39

David L. Winstead Secretary Hal Kassoff Administrator

September 8, 1995

Mrs. Cohen 10305 Wetherburn Road Ellicott City, Maryland 21042

Dear Mrs. Cohen

Thank you for your telephone call about the noise situation in the Wetherburn community located adjacent to I-70, in Howard county.

To determine where noise barriers are constructed we follow a set of criteria. One of these is that the homes must pre-date the construction of the highway. Our records indicate that the homes in the Wetherburn community were constructed after completion of I-70. Based upon this information we cannot consider the community for noise abatement.

Additionally, regarding the increase of the speed limit to 65 mph studies conducted by the Federal Highway Administration (FHWA) have shown that a maximum increase of 1-1.5 dBA could result. This increase would be below the threshold of perception of the average person.

I regret that I am unable to offer a more positive response to your request. However, if you have any questions or wish to discuss this matter further, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

My telephone number is __

Mrs. Cohen Page 2

bcc: Jim Hade Ken Polcak Shawn Newson Gene R. Straub



1 Jim

David L. Winstead Secretary Hal Kassoff Administrator



PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
5111 BUCKEYSTOWN PIKE
FREDERICK, MARYLAND 21701-8305

November 8, 1995

Ms. Carole Contel 6861 Caravan Ct. Columbia, MD 21044

Dear Carole:

This is a follow-up to our meeting on October 31 with you and other homeowners in Patuxent Run concerning the fencing being erected as part of our Relocated MD 32 project.

We have reviewed this matter and wish to advise you of our findings and intended actions:

- The fencing directly behind your house (and your neighbors) will be relocated to the MD 32 side of the berm in front of the trees in this area. This will put the fence anywhere from approximately 15' to 30' inside our right-of-way line. When we get beyond the houses in this area, the fencing will be brought back in to meet the existing fencing 1' off the right-of-way.
- If the community wishes to consider an additional fence, contact should be made with Howard County, the owner of the property abutting our right-of-way.
 - We will ask our Office of Environmental Design to perform a noise analysis in this area after the opening of Relocated MD 32 in late December. This analysis will determine actual noise levels and what mitigation measures, if any, may be needed. We anticipate that the noise analysis will be completed by March, 1996.

My telephone number is	
------------------------	--

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Letter to Ms. Carole Contel November 8, 1995 Page two

It was a pleasure to meet with you and we hope our comments are helpful to you. Feel free to give me, or Robert Fisher, Assistant District Engineer-Construction, a call at 1-800-635-5119 if you want to further discuss.

Sincerely,

Gene R. Straub

Acting District Engineer

GRS/msc

cc: Charles Adams

Robert Fisher Larry Patterson John Murray



43

David L. Winstead Secretary Hal Kassoff Administrator

October 17, 1995

Mr. Ned Delaney 1004 Howard Grove View Davidsonville, Maryland 21035

Dear Mr. Delaney:

Thank you for your letter regarding the noise situation at the Eagles Passages sub-division, located along U.S. 50. I would like to explain our noise abatement policy and how it relates to your community. I would also like to apologize for not promptly responding to your initial letter to our office.

In 1982 when the Federal Highway Administration gave its location approval for the improvements to U.S. 50, the Eagles Passages sub-division had not been constructed. The date of location approval is considered the date of public knowledge of a project. Our policy does not permit funding for noise abatement in areas that were developed after the date of public knowledge of a proposed highway project. Even if some of the homes were constructed by the time the improvements were begun and completed, the use of that land had not been platted subsequent to the date of public knowledge. Also, during the planning for the U.S. 50 improvements, an environmental impact study was conducted which included noise monitoring to determine if any areas would receive noise impacts as a result of the highway expansion. It was determined that predicted noise levels for the design year 2005, would not exceed our impact threshold of 67 decibels (dBA).

Each request by a community for a noise barrier is evaluated according to the individual merits and measured against our criteria of which all must be met. Unfortunately, given the information from our records, the date of construction and noise level requirements are not met and therefore, we cannot consider the community for noise abatement.

With regard to the increase of the speed limit to 65 mph, studies conducted by the Federal Highway Administration have shown that as speeds reach higher ranges (50 and above), that an increase of 1-1.5 dBA may occur, which is below the threshold of perception of the average person.

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. Ned Delaney
Page Two

I regret that I am not able to offer a more positive response to your request for noise barriers. However, if you have any questions, or would like to discuss this matter in more detail, please contact me at (410) 545-8640.

Sincenely

Charles B. Adams

Director

Office of Environmental Design

cc:

Mr. James Hade

Mr. Ken Polcak

Ms. Shawn Newson

Mr. Charlie Adams State Highway Administration Director - Office of Environmental Design 707 North Calvert Street Baltimore, MD 21202 July 14, 1995

Mr. Adams,

I am writing you today to request a noise wall or sound barrier be installed on east and west bound Rt. 50 in Anne Arundel County between Rt. 424 and the South River. That being said, let me introduce myself. My name is Ned Delaney and I live in the Eagles Passages subdivision in Davidsonville on the Eastbound side of Rt. 50 just east of Pailand Road.

1

I have spoken to many people within the SHA regarding the noise walls and I have a good concept of the process. It is my understanding that before a new highway is constructed or expanded, a study is performed to determine if noise walls are necessary for the surrounding area. I also understand only existing homes will receive consideration for a noise wall when the highway is built. Any new homes built after the highway is open are not eligible. A subsequent review of the area can be made if there have been changes since the initial report. I assume that these studies were performed for Eagles Passages and we were turned down for a noise wall. I am writing to inform you that the area has changed dramatically and would like to request a new study be completed for the purpose of determining eligibility for a noise wall.

My first concern would be those homes who are in Section Three. Section Three homes were settled long before the expansion to Rt. 50 was completed and reopened. That alone should have been enough to justify a wall. Perhaps at the time of the initial study, the truck volume was not as high as it is now. While the remainder of the state is in debate ever the "Eartern Byenes", I can assure you the residents along this corridor know it is already here. The increase in truck traffic throughout the day and night has increased dramatically in the past 12 months. The most recent noticeable increase has come with the addition of signs posted on Southbound Rt. 301/3 before the 97 split and Northbound Rt. 301/3 before Rt. 50. These signs dictate thru traffic to use the Rt. 50/97 route to avoid Crofton. This effectively became known as the "Crofton Bypass". The attached article suggests not many travelers have heeded the signs, but I can assure you the trucks have altered their routes to avoid Rt. 301/3 stop lights. We now have the "Eastern Bypass" and the "Crofton Bypass" running through our community, adding a tremendous amount of noise. Neither of these two bypasses were present when your initial study was completed.

One of the more recent developments and contributors to our noise problem is the speed limit. As you know, our corridor is one of only two places in Anne Arundel County (the other being the second half of the "Crofton Bypass") to have the speed limit raised to 65 MPH. This definitely has increased the noise level in our community and also was not a factor when your initial study was completed.

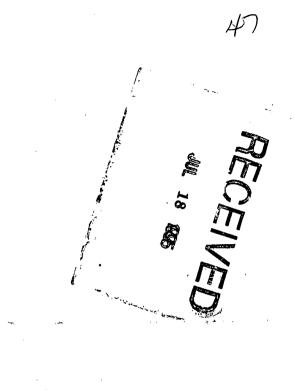
I also believe construction of a noise wall will help address another concern of mine: safety. Over the past three years there have been many incidents of vehicles being pursed by police. Suspects stop along Rt. 50, go into neighborhoods, steal cars and continue their journey. The most notable being the two Canadians hiding in the woods on the Westbound side of Rt. 50 for days. Police seem to end all high speed pursuits just below our house. In January while I was away, my wife heard sirens on the highway and the stoppage of a car. The next thing she heard was the police PA system saying "Put the gun down." That did not make for a good nights sleep. The most recent occurrence to make the papers was the long chase from Easton that ended with police firing gunshots into the vehicle to stop it. Again this occurred adjacent to our community

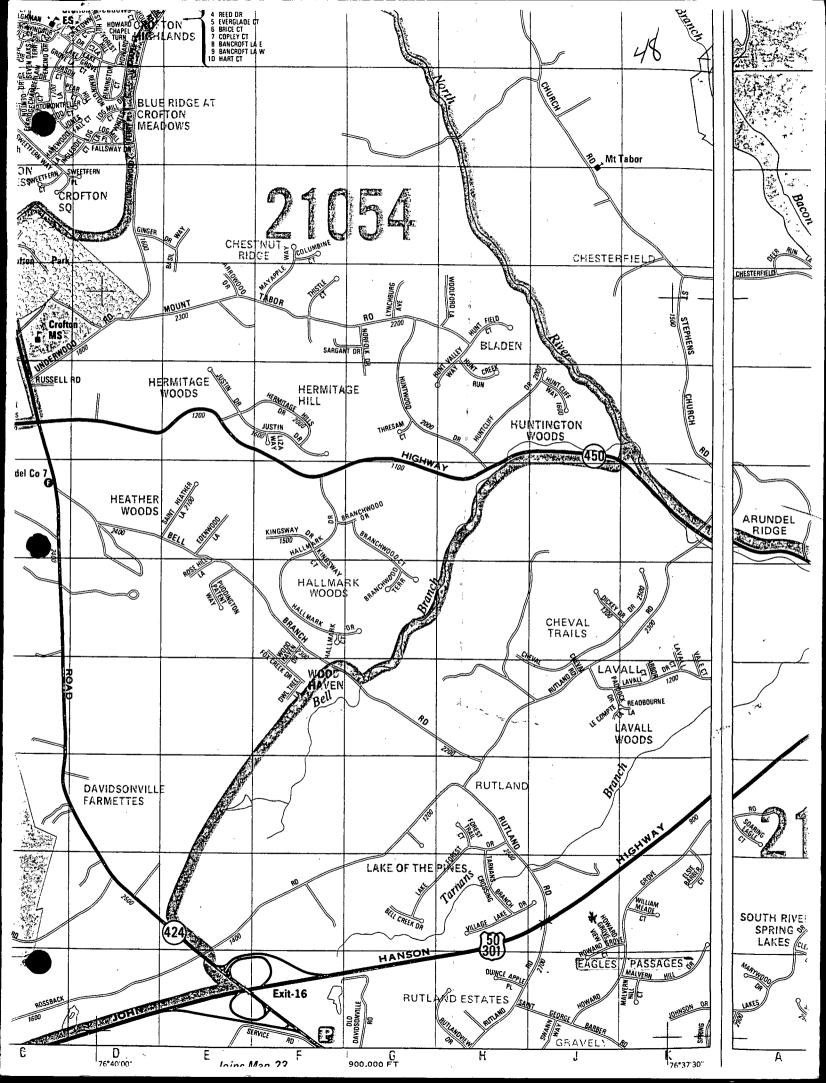
I am not naive enough to think that the wails will lower the crime rate, but they may prevent crime from happening in our area. My main concern, however, is the noise level of the trucks at all hours. What was once a beautiful and peaceful community is now a victim of noise pollution.. Conversation in some of the yards is nearly impossible and sleep is sometimes difficult, especially on Sunday nights when the trucks return to the road after the weekend.

I believe I have noted several significant developments along the Rt. 50 corridor and have given enough information to warrant another review for determining our eligibility for a noise wall. For these reasons, I would like to invite you to visit the Eagles Passages community for a review of the noise levels in our development. Please call me at home 410-956-4030 or at work 410-224-2020 so we may schedule your visit. Thank you in advance for your cooperation and assistance in this matter.

Sincerely,

Ned Delaney 1004 Howard Grove View Davidsonville, MD 21035







Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary

September 20, 1995

Mr. Harry W. Detrich, Jr. 4208 74th Place Hyattsville MD 20784

Dear Mr. Detrich:

Thank you for your letter about a sound barrier for the Bellemead community adjacent to US 50 in Prince George's County. The Bellemead area has previously been determined to meet the eligibility criteria for a sound barrier as you indicated in your letter. The question has been one of funding.

We are in the process of looking at the funding for all of the remaining retrofit noise barriers, including Bellemead. I expect a final decision will be made in the next few months. We are making every effort to fund these remaining projects.

Again, thank you for taking the time to share your concerns with me. If you have any questions, please feel free to call Mr. Charles Adams, Environmental Design Director at the State Highway Administration, who can be reached at (410) 333-8063.

Sincerely,

David L. Winstea

Secretary

cc: Mr. Charles B. Adams

Mr. Hal Kassoff Mr. John Lewis

Mr. Harry W. Detrich, Jr. September 20, 1995 Page Two

bcc:

Mr. Paul Armstrong Mr. James Hade Ms. Shawn Newson





David L. Winstead Secretary Hal Kassoff Administrator

August 8, 1995

Mr. James DiPaula Executive Director Brightwood Retirement Community 100 Brightwood Club Drive Lutherville, Maryland 21093

Dear Mr. DiPaula:

I am writing to report the results of the noise monitoring study conducted at the Brightwood Retirement community, located adjacent to the Baltimore Beltway, (I-695). A graph of the 24-hour noise monitoring study is enclosed for your information.

Before we discuss the results, I'd like to thank your security staff for removing the meter when it rained during the noise monitoring. Because of their efforts, we were able to document the time of the rain interference and maintain use of the collected data without re-scheduling additional tests.

The 24-hour noise test was conducted on the lawn next to the security fence, directly across from unit #511. The measurement shows that noise levels at the community were consistently below our impact threshold of 67 decibels (dBA). The impact threshold is the level which must be exceeded before we can consider a community for noise abatement. Noise levels only exceeded the impact threshold during the hour of 1:00 AM when the noise meter was moved and replaced again at 3:00 AM due to rain activity. Based upon this information, noise levels do not warrant consideration of noise abatement. Additionally, given the distance Brightwood is from the Beltway we do not expect the impact threshold to increase to or exceed the impact threshold as a result of the upcoming highway improvements.

I regret that I am unable to offer a more positive response to your request. If you should have any questions, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

Enclosure

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

50

cc: Mr. Jim Hade

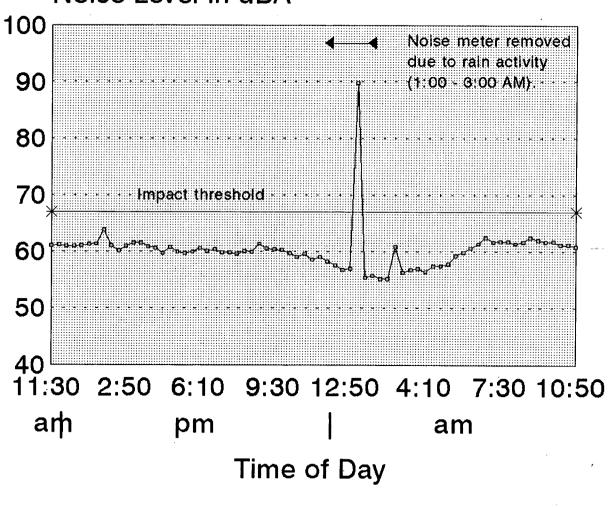
Mr. Ken Polcak

Ms. Shawn Newson

24-HOUR NOISE MONITORING STUDY Brightwood Retirement Community I-695 (outer loop) between Ruxton Road and Joppa Road

33





Leq (Average)

* Impact Threshold

Exhibit 1
Adjacent to Unit #511



54

David L. Winstead Secretary Hal Kassoff Administrator

November 7, 1995

Ms. Sylvia Doyle 1910 Lansdowne Drive Silver Spring, Maryland 20910

Dear Ms. Doyle:

I am writing to follow-up our previous letter, to bring you up to date on our landscape analysis at the I-495 innerloop exit ramp, near your home along MD 97. We have completed the analysis and would like to share our findings with you.

The results showed that, within the limits of our right-of-way there is not sufficient room to provide additional planting along the ramp given the existing vegetation. Broadleaf evergreen plantings, off our right-of-way, may provide some visual screening; however, our policies do not allow for planting off State Highway right-of-way.

I regret that I am unable to offer a more positive response to your request. However, if you have any questions regarding this information, please contact me at (410)545-8640.

Charles B. Adams

Director

Office of Environmental Design

cc: Ken Polcak

Dan Uebersax

Shawn Newson

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



3

David L. Winstead Secretary Hal Kassoff Administrator

August 29, 1995

Ms. Sylvia Doyle 1910 Lansdowne Drive Silver Spring, Maryland

Dear Ms. Doyle:

I am writing to report the results of the noise monitoring study conducted at your home at Georgia Avenue, along the Capital Beltway (I-495). A graph of the 24-hour noise measurement taken at your home is enclosed for your information. Before we discuss the results, I'd like to apologize for taking so long to respond to you with our findings.

The 24-hour measurement shows that noise levels at your home are consistently below our impact threshold of 67 decibels (dBA). The impact threshold is the level which must be exceeded before we can consider a community for noise abatement. In one instance near the end of the test the impact threshold was exceeded (most likely due to sources other than highway noise). This is not to imply that you do not experience noise from I-495.

Our review of prior design studies for the existing noise barrier showed that extending the noise barrier would not provide substantial noise reduction because of the distance back from the roadway and highway is elevated above the residences.

With regard to your request to provide plantings along the exit ramp, we have begun an analysis to determine what landscape options may be feasible at this location. This work should be take about 30 days to complete. One concern is planting cannot obstruct vehicle visibility along the ramp. We will contact you when this analysis has been completed. Also, the work which cleared the trees near MD 97 (Georgia Avenue) was done by the developer of the adjacent property.

Your concerns regarding improvements to the bridge over Georgia Avenue have been expressed to our District Office and the Office of Bridge Development. We have been assured that these maintenance issues will be addressed. Additionally, a project for repaying the bridge is scheduled to begin after Labor Day.

My telephone number is		
MW ISISTING DIIMPERIS		

56

Ms. Sylvia Doyle Page Two

I hope that this information has clarified your concerns. I will be in touch with the results of the landscape analysis in 30 days. In the meantime, if you should have any questions or wish to discuss this matter, please feel free to contact me at (410)/333-8063.

sincerelly,

harles B. Adams

Director

Office of Environmental Design *

Enclosure

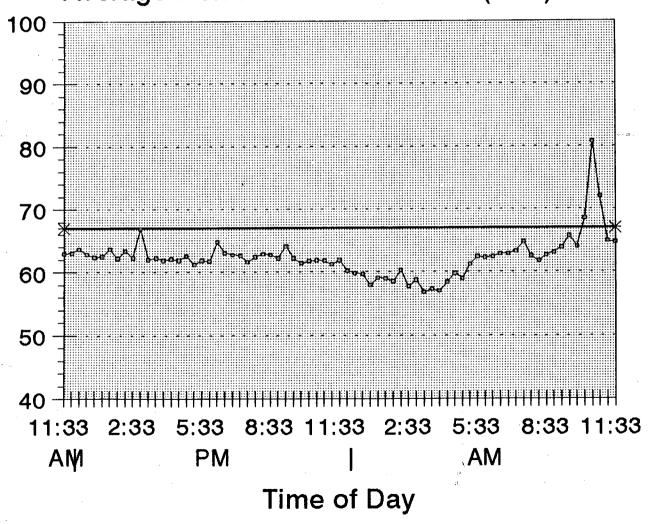
cc: The Honorable Chris Van Hollen, Jr.

bcc: Jim Hade Ken Polcak Shawn Newson Dan Uebersax

24-HOUR NOISE MONITORING STUDY 1910 LANSDOWNE DRIVE Doyle Residence

54





Leq (Average)

* Impact Threshold



59

David L. Winstead Secretary Hal Kassoff Administrator

September 29, 1995

The Honorable Charles I. Ecker Howard County Executive 3430 Courthouse Drive Ellicott City MD 21043

Dear Mr. Ecker:

Thank you for your letter about the use of noise barriers made from recycled tires.

The Kanwall system was initially presented to us in 1992, and we have evaluated its potential use. The enclosed letter to Dr. Indu Mishra summarizes our concerns.

I hope you can understand our reluctance to use this product. If you have any additional questions or would like to discuss this further, please give me a call.

Sincerely,

Hal Kassoff Administrator

Enclosure

The Honorable Charles I. Ecker September 29, 1995 Page Two

cc: Mr. Charles B. Adams

Mr. Bruce Gartner

Mr. Thomas Osborne

Prepared by:

Charlie Adams, Environmental Design



Lel

O. James Lighthizer Secretary Hal Kassoff Administrator

February 23, 1994

Dr. Indu Mishra Kanan Associates, Inc. 9564 Basket Ring Road Columbia, MD 21045

Dear Dr. Mishra:

It was a pleasure meeting with you on February 22, to discuss the merits of the Kanwall noise barrier system.

The State Highway Administration has two principal concerns regarding any noise barrier system. The first is the structural adequacy; the second, which is equally important, is the aesthetic appearance. We must be confident that a wall system not only meets the wind load criteria, but will last the life of the highway. Thus, any system must be as maintenance-free and vandal-proof as possible.

We feel the aesthetics of the Kanwall system do not measure up to the standards we have established for our noise barrier systems. The exposed aggregate and bold concrete finishes we use have been well received by motorists and residents alike. Although, aesthetics are relatively subjective, there is a certain sense of quality in the natural gravel and concrete finishes we use. The rubber wall does not seem to convey this sense of quality.

Additionally, our review of the Kanwall system raised some concerns about the possible flammability of the product. Traffic incidents involving vehicles carrying flammable cargoes could be magnified if the wall system supported combustion. In addition, a residential fire could be amplified for the same reason not to mention potential acts of vandalism.



62

David L. Winstead Secretary Hal Kassoff Administrator

October 20, 1995

Mr. James Fenn 300 Montfield Lane Glen Burnie, Maryland 21061

Dear Mr. Fenn:

Thank you for contacting to our office regarding the noise situation at your residence located along MD 100, in Anne Arundel county.

During the planning for the MD 100 highway project, a noise barrier analysis was conducted for residences in the vicinity of Johnson Avenue and Highview Avenue. It was determined that the cost to build a noise barrier at this location would exceed our \$40,000 cost per residence limit. Given this information, a noise barrier could not be constructed for this area.

There have been some issues raised about our noise abatement policy. These concerns have launched a full review of the policy to determine if revisions should be made. It is anticipated that this work will take the next several months to complete. If the results of the review should change the circumstances for your community, we will revisit the issue. I will be in touch when the review is completed.

I regret that I could not offer a positive response to your inquiry. However, if you should have any questions regarding this matter, please feel free to contact me at (410) 545-8640.

Charles B. Adams

Director

Office of Environmental Design

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland, 21202 cc: Jim Hade Ken Polcak Shawn Newson



W

David L. Winstead Secretary Hal Kassoff

TYPE II

Administrator

November 1, 1995

Mr. Dennis Ford 6329 Craigmont Road Baltimore, Maryland 21228

Dear Mr. Ford:

I am writing to you as a follow-up to the informational meeting recently held regarding the noise barrier project along I-695.

As presented at the meeting, four sections of noise barrier will be constructed along I-695 (Baltimore Beltway), from north of U.S. 40 to I-70. We have begun preliminary design of the barriers and expect to advertise the project next summer. Construction should begin in the Fall of 1996, with an anticipated completion date approximately one year from the construction initiation. Please keep in mind that this timeframe may be subject to change as development of the project continues. However, the project is funded for construction and will definitely be built.

At this time we do not anticipate any construction impacts to your property. The right-of-way fence will remain in place throughout construction and we will not need to adjust or disturb any utilities in your yard. If this should change, we will contact you. Also, we intend to preserve as much of the existing vegetation as possible.

Additionally, the noise barrier must be constructed in a "temporary" position near the existing roadway shoulder, which simply means that when widening of I-695 occurs, the wall will be relocated in the future to accommodate the expanded roadway. Unfortunately, in this particular area, design constraints prevent us from being able to place the noise barrier in its' permanent location.

Thank you for your interest in this project. If you should have any questions about this information, please contact me at (410)545-8601.

Sincerely,

Ken Polcak

Noise Abatement Design and Analysis Team

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Ford November 1, 1995 Page Two

cc: Charlie Adams

Jim Hade Ken Polcak Shawn Newson

Maryland Department of Transportation

The Secretary's Office

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Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

March 22, 1995

Ms. Lynn Frank 7710 Cindy Lane Bethesda MD 20817

Dear Ms. Frank:

Thank you for your recent letter about a noise barrier for your community, and for your kind wishes on my appointment.

In the short time I have been Secretary, a number of communities have raised concerns about noise barriers. Over the coming months, we will be reviewing our noise mitigation program to determine whether it should be revised. This review will include the eligibility criteria upon which decisions to build barriers are made. While I cannot promise that the review will result in a change for your community, I can assure you we will fully consider your circumstances.

If you should have any questions, please feel free to call Mr. Charles Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams

Post Office Box 8755. Baltimore/Washington International Airport. Maryland 21240-0755

Ms. Lynn Frank March 22, 1995 Page Two

bcc: 'Mr. James Hade

Mr. John Lewis

Mr. Creston J. Mills, Jr. Mr. Charles R. Olsen Mr. Neil J. Pedersen





David L. Winstead Secretary Hal Kassoff Administrator

May 12, 1995

Mr. Michael L. Fusillo 7936 Brightmeadow Court Ellicott City MD 21043

Dear Mr. Fusillo:

Thank you for your recent letter about the potential effects of highway noise from MD 100 on the Brightfield community in Howard County. I can certainly appreciate your concerns about the location of this road near your home.

As part of our normal planning process, we assess the potential environmental impacts, including those from noise, of projects such as this one. The results of our study lead us to expect that your community will not experience substantial noise impacts from the proposed highway. This is true because noise levels diminish as sound travels away from its source. Thus, while noise levels from the new road will increase present background levels, the noise will travel 500-700 feet before it reaches the nearest home in Brightfield, and is not expected to result in a reading which exceeds the impact threshold of 67 decibels.

Proximity to the source of noise is not the only factor to be considered. Another factor is whether the sound is deflected or absorbed by intervening buffers. The section of MD 100 that will pass closest to your community will lie approximately 20 feet or more below the present ground elevation. This height differential should shield you from some of the noise, as well as shield the highway from view. To the west of your location, the situation will be different. There is the possibility that excess earth may be available from the construction, and that some mounding in certain areas could be done to provide an additional visual buffer. We will be able to determine this as we complete our final design over the next six months.

I hope this information helps to clarify the situation as it relates to the Brightfield community. I encourage you to call Charlie Adams, Director of our Office of Environmental Design, who will be pleased to explain our noise policy in detail and to answer any other questions you may have. Charlie may be reached at (410) 333-8063.

Sincerely

Hai Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is ______



69

David L. Winstead Secretary Hal Kassoff Administrator

November 30, 1995

Mrs. Lynda Garland 5808 Glen Rock Avenue Fort Washington, Maryland 20744

Dear Mrs. Garland:

Thank you for your letter requesting a noise monitoring study at your home located near I-95, in Prince Georges county.

When we receive requests for noise barriers, each community is evaluated and measured against criteria that include: whether the noise levels exceed 67 decibels (dBA), whether the homes pre-date the highway, and whether an effective noise barrier can be built for a reasonable cost.

Over the years we have heard from many citizens who have voiced some of the same concerns as yours. Because of these issues, a decision was made to review our noise policy to see if revisions are needed. It is expected that this review will take the next several months to complete. Given the circumstances of the policy at this time, we feel it would be a good idea to delay any noise monitoring studies until the review is completed. This will ensure that in the event of policy revisions, your community will be evaluated according to these changes. Once the review is finished, we will contact you to coordinate a noise study at your residence.

Additionally, regarding the broken fence near your home, I have forwarded a copy of your letter to Mr. Paul Armstrong, the State Highway Administration's District Engineer for Prince Georges county. Mr. Armstrong will investigate this issue and contact you directly.

In the meantime, if you have any questions, please feel free to contact me at (410)545-8640.

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My telephone number is	·	

Mrs Garland Novemebr 30, 1995 Page Two

Sincerely

Charles B. Adams

Director

Office of Environmental Design

cc:

Mr. Paul Armstrong w/ attachments

Jim Hade

Ken Polcak

Shawn Newson



David L. Winstead Secretary Hal Kassoff Administrator

March 7, 1995

Mr. Edgar A. Gonzalez, P.E Chief, Division of Engineering Services Montgomery County Department of Transportation Division of Transportation Engineering 101 Monroe Street, 9th Floor Rockville MD 20850

Dear Mr. Gonzalez:

I am writing in response to your recent letter to State Highway Administrator Hal Kassoff about a noise barrier on I-495 between Georgia Avenue (MD 97) and Colesville Road (US 29). Hal thanks you for your letter and he has asked me to respond for him.

The Woodside Forest area has been determined to meet the eligibility criteria for our retrofit noise program. The estimated cost for this project is \$2,700,000. While I am unable to estimate when funding will be available, we are proceeding with the design of this project so that, when funds do become available, we can move to construction without significant delay.

If you have any questions, please do not hesitate to call me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc:

Mr. Hal Kassoff

Mr. Creston J. Mills, Jr.

My telephone number is	



O. James Lighthizer Secretary Hal Kassoff Administrator

January 23, 1995

Ms. Barbara Goodsaid 5888 Selford Road Baltimore MD 21227

Dear Ms. Goodsaid:

Thank you for your recent telephone call to our office regarding the noise measurements conducted in your community Richardson Mews, located adjacent to I-195.

Enclosed are copies of the noise monitoring studies conducted before and after the completion and opening of I-195. Measurements from the 1987 and 1994 studies show levels to be essentially unchanged since the 1987 study.

Results from both studies indicated that current noise levels do not exceed the impact threshold of 67 decibels (dBA) and future noise levels are expected to also be below that level. The impact threshold is the level which must be exceeded in order for a community to be considered for noise abatement.

Also, because the homes were built after construction of the original construction of the adjacent roadway I-195, the area is not eligible for noise abatement under our Type II retrofit program. The 1987 report provides additional explanation of our impact assessment criteria and other program requirements.

I hope this information clarifies your concerns regarding the community. If you should have any questions, please feel free to contact me at (410) 333-8063.

Office of Environmental Design

Enclosure

Mr. James Hade

Mr. Ken Polcak

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



Maryland Department of Transportation

1067

Parris N. Glendening

Governo

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary

September 22, 1995

The Secretary's Office

Ms. Ferne Gruntman 1802 Snowmeadow Lane Baltimore MD 21209

Ms. Ellen K. Tannen
Board President
Rockland Run Condominium
5 Suntop Court
Baltimore MD 21209

Dear Ms. Gruntman and Ms. Tannen:

Thank you for your letter about a noise barrier for the Rockland Run community and for Ms. Tannen's testimony at the September 11 noise policy review meeting. We appreciate your association's interest in this matter.

This review is intended to guide the Department on revisions to the existing noise policy. While it would be premature to speculate on what changes may result from this process, please be assured that your concerns will be given full consideration.

If you have any additional questions, please feel free to call Mr. Charles Adams, Environmental Design Director at the State Highway Administration, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams

The Honorable James W. Campbell

The Honorable Benjamin L. Cardin

The Honorable Barbara H. Hoffman

Mr. Hal Kassoff

Mr. John Lewis

The Honorable Maggie L. McIntosh

Mr. Thomas L. Osborne

The Honorable Samuel I. Rosenberg

My telephone number is (410)- <u>859-7600</u>



74

David L. Winstead Secretary Hal Kassoff Administrator

August 22, 1995

Ms. Ferne Gruntman 1802 Snow Meadow Lane Baltimore, Maryland 21209

Dear Ms. Gruntman:

Thank you for your telephone to our office regarding the noise situation at your home located adjacent to I-83, just north of Pimlico Road.

To determine where noise barriers are constructed we follow a set of criteria, one of which is that the homes must pre-date the existing highway. Our records indicate that the Rockland Run Condominiums were constructed after completion of I-83. Therefore, we cannot consider the development to be a candidate for noise abatement consideration.

I regret that I am unable to offer a more positive response to your response to your request. However, if you have any questions this matter, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Sincerely

Office of Environmental Design

cc: Jim Hade Ken Polcak Shawn Newson

My telephone number is _____



75

David L. Winstead Secretary Hal Kassoff Administrator

November 16, 1995

Mrs. Nancy Hatfield 1134 Bacon Ridge Road Crownsville, Maryland 21032

Dear Mrs. Hatfield:

I am writing to follow-up your recent conversation with Shawn Newson, about the noise at your home. As you requested, we have enclosed copies of data from the Baltimore Annapolis Corridor Noise Study that relates to your community. The following provides a brief explanation of the information:

- Exhibit 1; is a vicinity map that shows the entire study area and the noise measurement locations. Your community is identified as receptor (39) thirty-nine.
- Exhibit 2; shows the results of the noise monitoring and future impact study. The ambient noise level on Bacon Ridge Road was 49 decibels (dBA) with a predicted noise level for the future years 1990 & 2010 of 65 and 68 dBA. There is one important factor to note regarding these early studies. At that time, noise levels were reported in terms of the "L10" level. This represents the noise level that is exceeded for 10% of the time. Since that time, a more reliable noise level descriptor called the "Leq" or equivalent sound level, and is now used. The Leq noise level value is typically 3 dBA lower than the L10 level. Thus, the L10 levels from the early environmental studies would translate to Leq levels of 46, 62, and 65 dBA respectively. These levels would then be directly comparable to our current criteria.
- Exhibit 3; offers a summary of the site study. It was determined that due to the distance of the homes on Bacon Ridge Road from the highway (approximately 700 ft.), a noise barrier would not be effective. Noise barriers are most effective when the impacted homes are within 100-200 ft. of the barrier location. Given the distance of the homes from the highway, noise barriers were not considered reasonable at this location.

Му	telephone number is	 ····

Mrs. Hatfield November 16, 1995 Page Two

I regret that I am unable to offer a more positive response to your inquiry. However, after reviewing this information, if you feel a noise monitoring study should be conducted at your residence, please contact me at (410)545-8640.

Charles B. Adams

Director

Office of Environmental Design

Attachments

cc: Jim Hade

Ken Polcak

Shawn Newson



17

David L. Winstead Secretary Hal Kassoff Administrator

September 27, 1995

Mrs. Judy Hillenbrand 8061 Roundmoon Circle Jessup, Maryland 20794

Dear Mrs. Hillenbrand:

I am writing to let you know about the noise monitoring study conducted at your home adjacent to MD 32, in Howard county. A graph of the results is included for your information.

The results show that the noise levels at your residence are consistently below our impact threshold of 67 decibels (dBA). The impact threshold is the level which must be exceeded before we can further investigate a community for noise abatement. Based on our noise level requirement, we cannot consider your community for noise abatement.

Additionally, the noise and vibration from the trucks at the asphalt/concrete joint is caused by an unevenness between the two surfaces. We have contacted our District maintenance office and asked that they look into this situation. Someone from their office will contact you within the next two weeks.

In the meantime, if you should have any questions regarding this information, please feel free to contact me at (410) 333-8063.

Sixoefely,

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. Richard Lindsay

Mr. Ken Polcak

My telephone number is _____



bcc: Jim Hade Shawn Newson



79

David L. Winstead Secretary Hal Kassoff Administrator

August 15, 1995

Mrs. Joy Hilliard 860 Fairfield Avenue Westminster, Maryland 21157

Dear Mrs. Hilliard:

I am writing to report the results of the noise monitoring study conducted at your home located adjacent to MD 97. A graph of the 24-hour measurement is enclosed for your information.

The 24-hour monitoring test shows that noise levels at your residence are consistently below our impact threshold of 67 decibels (dBA). The impact threshold is the level which must be exceeded before we can consider a community for noise abatement. Certainly however, this is not to imply that you do not experience noise from MD 97. Also, we suspect that some of the higher noise levels may be attributed to sources other than highway traffic noise.

While we do acknowledge that some residences located closer to MD 97 may experience higher noise levels, noise barriers along an existing highway are only considered along Interstate highways. The State Highway Administration does not have a program for retrofitting noise barriers on roads such as MD 97. Based upon this information, we cannot consider the area for noise

I regret that I cannot offer a more positive response to your request. If you have any questions regarding this matter, please of the hesitate to contact me at (410) 333-8063.

Director

Office of Environmental Design

Enclosure

cc: Mr. Jim Hade

Mr. Ken Polcak

Ms. Shawn Newson

My telephone number is ______

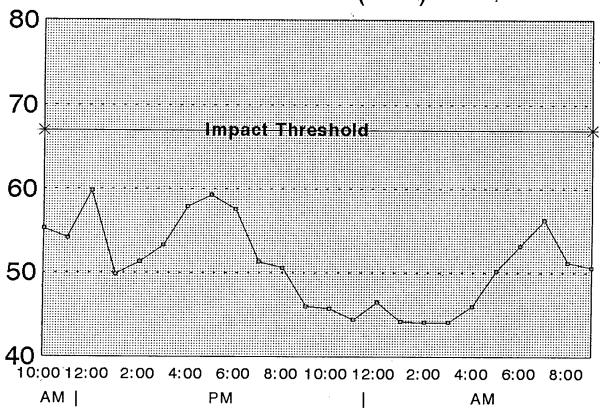
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

24-HOUR NOISE MONITORING STUDY

860 Fairfield Avenue HILLIARD RESIDENCE







Leq (Average)

* Impact Threshold

Time of Day

EXHIBIT 1
MD-97 between Main Street and Davis Road
JULY 6_7, 1995

81

David L. Winstead Secretary Hal Kassoff Administrator

July 11, 1995

Mr. Allan J. Hobby 4256 Columbia Road Ellicott City Maryland 21042

Dear Mr. Hobby:

I am writing to report the results of the noise monitoring study conducted at your home located adjacent to U.S. 29. A graph of the 24-hour measurements is included for your information. Before we discuss the results, I wish to apologize for taking longer than the original time frame discussed in which we would report our findings.

On three separate occasions a 24-hour study was conducted on the front lawn of your residence. Results from the tests showed that the noise levels measured ranged between 56-72 decibels (dBA), with a consistent measurement at or above the impact threshold of 67 dBA. During the morning (6:00 AM - 9:00 AM) and evening (3:00 PM - 6:00 PM) rush hours, noise levels measured at their "peak" (highest) level. Noise levels were below the impact threshold during late night and very early morning hours.

When the U.S. 29/MD 103 interchange was planned, an environmental impact study was prepared which assessed the potential noise impacts from the proposed improvements. It was determined that for the number residences predicted to be impacted with noise levels at or above 67 dBA, the cost to build a noise barrier for these homes would exceed our cost criteria of \$40,000 per residence. Therefore, the area is not eligible for noise barriers consideration.

While we do recognize the impact of the noise levels at your home, further investigation is needed to assess the feasibility of possible alternatives, such as additional landscaping or installation of a wooden privacy fence adjacent to your property. When this investigation is complete, I think it would be a good idea to get together and discuss the available options. Someone from our office will contact you to set up a meeting to discuss our findings in the next few weeks.

In answer to your initial request for sound proofing, the State Highway Administration has not utilized the installation of windows and air conditioning units as noise abatement for non-public facilities.

My telephone number is	
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Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. Hobby July 11, 1995 Page Two

I regret that I cannot offer a more positive response to your request for soundproofing. However, I hope this helps to explain our position on noise abatement. In the meantime, should you have any questions regarding the results of the noise monitoring study, please feel free to call me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

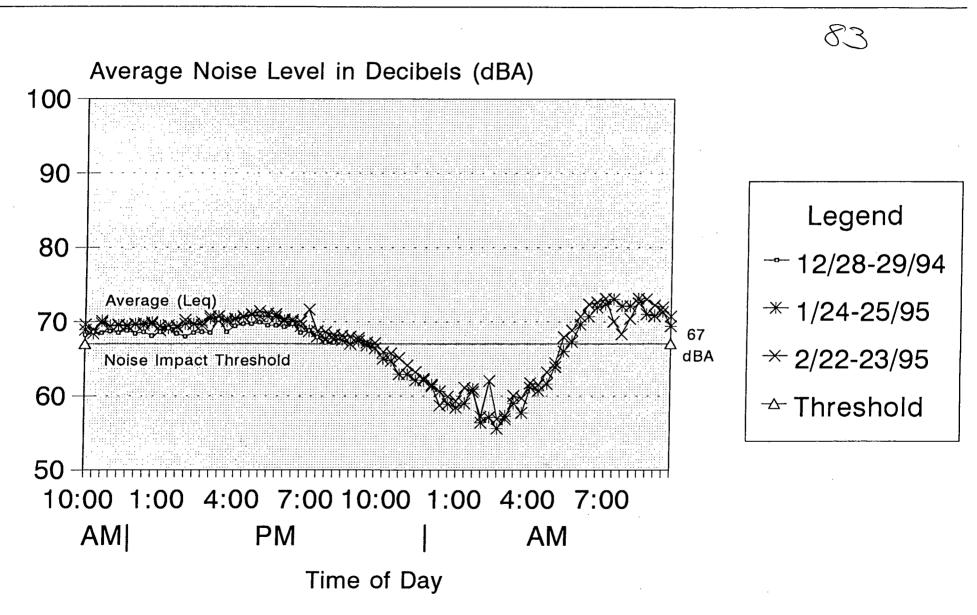
Enclosure

cc: Mr. James Hade

Mr. Ken Polcak

24-HOUR NOISE MEASUREMENT SUMMARY

4256 Columbia Road Hobby Residence



Along S.B. U.S.29 vicinity of MD, 103 terchange.



Mauxi

O. James Lighthizer Secretary Hal Kassoff Administrator

January 18, 1995

Mr. Allan Hobby 4256 Columbia Road Ellicott City MD 21042

Dear Mr. Hobby:

I wanted to let you know the status of the noise monitoring conducted at your home, adjacent to Route 29 in Columbia.

We have begun the monitoring but are still in need of several more tests to complete our study, due to some equipment problems during initial monitoring. Trusting that the weather conditions remain favorable, we hope to report our findings to you by the end of February.

In the meantime, if you should have any questions, please feel free to contact me at (410) 333-8063.

Director

Office of Environmental Design

Mr. James Hade

Mr. Ken Polcak



85

David L. Winstead Secretary Hal Kassoff Administrator

August 16, 1995

Ms. Linda Howard 3003 Duncan Drive Adelphi, Maryland 20903

Dear Ms. Howard:

Thank you for your letter to our District Engineer, Mr. Creston Mills, regarding the noise situation at your home, adjacent to the Capital Beltway (I-495). Mr. Mills asked me to respond to you directly.

Our records show that an evaluation of the area was conducted in 1987 as part of an adjacent noise abatement project. In that evaluation, noise measurements were taken and an assessment of the warrants for a noise barrier was made. An earth berm was constructed along with the original I-95 ramp construction which provides noise protection for a majority of the residents. However, at the end of that berm, in the vicinity of your house, noise levels exceeded the impact threshold of 67 decibels (dBA) at three residences. The cost to link a noise barrier to the end of the berm would exceed our limit of \$40,000 per residence. Therefore, a noise barrier was not considered at this location.

Our noise policy is currently under review. It is expected that this review will be completed in the next several months. If the policy review changes these circumstances we will revisit the area for a re-evaluation.

I will get in touch with you with the results of the noise policy review. In the meantime if you have any questions, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. James Hade

Mr. Ken Polcak Ms. Shawn Newson

My telephone number is____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street Baltimore, Maryland 21202



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David L. Winstead Secretary Hal Kassoff Administrator

August 22, 1995

Mr. Darius Hughes 5114 Armand Avenue Suitland, Maryland 20746

Dear Mr. Hughes:

Thank you for your recent telephone call to our office regarding the noise situation at your home, located at the Branch Avenue (MD 5) exit of I-495/95.

In 1987 the Maryland State Highway Administration conducted a noise monitoring study in the community. Results of the study shoed that at least 5 residences in the area did experience noise levels at or above our impact threshold level of 67 decibels (dBA). Further investigation revealed that the cost to build a noise barrier to protect these homes would greatly exceed our \$40,000 cost per residence limit. Based upon this information, it was determined that the community is not eligible for noise abatement.

Also, the noise barriers you mentioned that are currently being constructed in nearby areas have met all of the eligibility requirements for our noise abatement program and have been on the eligibility list for many years.

Since the time of that study, a number of concerns have been raised about our noise abatement policy. As a result of these concerns the current policy is being reviewed to determine if changes should be made. It is expected that the review will take the next several months to complete. If the results of the review should change the circumstances of your community, we will contact you to schedule a re-evaluation of the area.

In the meantime, if you have any questions, please feel free to contact me at (410) 333-8063.

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Sincerely.

Charles B. Adams, Director Office of Environmental Design

cc:

Mr. Jim Hade Mr. Ken Polcak Ms. Shawn Newson

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



8

David L. Winstead Secretary Hal Kassoff Administrator

June 19, 1995

Mr. James O. Hutchinson 9005 Manordale Lane Ellicott City, Maryland 21042

Dear Mr. Hutchinson:

I am writing to report the results of the noise monitoring study conducted at your community located adjacent to the U.S. 29 and MD 103 interchange in Ellicott City. Enclosed for your information is a copy of the report which documents the noise monitoring study.

The results of the study show that the measured noise levels in the community ranged between 55-75 decibels (dBA). The noise level at three (3) test sites reached or exceeded the impact threshold of 67 decibels (dBA). During the 24-hour measurements levels exceeded 67 dBA during the morning and evening rush-hour periods.

When the U.S. 29/MD 103 interchange was planned, an environmental impact study was prepared which assessed potential noise impacts from the proposed improvements. It was determined that future predicted noise levels for the year 2010 would reach 67 dBA for one (1) residence on High Point Road (designated as 4045 on Exhibit 4). The impacts are attributable to the location of the exit ramp and realignment of St. Johns Lane. However, due to the distance (approximately 250 ft.) between the property and the proposed improvements, a noise barrier would not provide substantial noise reduction. Also, the cost to build a noise barrier in this area would exceed our \$40,000 per residence limit.

For homes on View Top Road (along U.S.29) the interchange construction did not cause <u>increased</u> noise levels. The noise levels measured in this study are from existing U.S.29 and the close proximity of the homes to the roadway.

Your community may be eligible for review under our retrofit noise barrier program. The basic requirement which must be met under our policy is the development had to pre-date the original highway. I have asked my staff to review this information to determine if further review should be undertaken. I will be back in contact with you on this matter by mid-July.

A

Mr. Hutchinson June 19, 1995 Page Two

If you have any questions regarding this information, please feel free to call me at (410) 333-8063.

Sincerely,

harles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. Victor J. Norris

Mr. Ken Polcak

bcc: Mr. Jim Hade
Ms. Shawn Newson



90

David L. Winstead Secretary Hal Kassoff Administrator

November 7, 1995

Mr. James M. Irvin
Director
Department of Public Works
3430 Courthouse Drive
Ellicott City, Maryland 21043

Dear Mr. Irvin:

I am writing in response to your inqiry to our District office on behalf of Mr. Al Hunt, about the noise at his home on Twine Dew Place, near U.S.29.

Requests for noise barriers are evaluated and measured against criteria that include: whether the noise levels exceed 67 decibels (dBA), whether the homes pre-date the highway, whether a barrier can provide a minimum of 5 dBA noise reduction, and whether a barrier can be built for a reasonable cost.

During planning of the U.S.29/ Broken Land Parkway interchange, the residential area where Mr. Hunt lives was evaluated for potential noise impacts from the proposed improvements. It was determined that the homes located closest to U.S. 29 would experience increased noise levels above our impact threshold, however, a barrier could not be constructed for a reasonable cost. Given the distance from the highway of the homes on Twine Dew Place, it is unlikely that noise levels would exceed 67 dBA, because the intervening residences would act as a partial noise barrier from traffic on U.S. 29. Noise barriers are most effective when the homes protected are within 100 - 200 ft. of the barrier location. Even if a noise barrier were built adjacent to U.S. 29, the noise reduction realized at Twine Dew Place would be minimal.

I wish I could offer a more positive response to this inquiry. However, if you have any questions regarding this matter, please contact me at (410)545-8640.

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Al Hunt

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 Mr. Gene Staub, District 7 Mr. Jim Hade Mr. Ken Polcak Ms. Shawn Newson

Maryland Department of Transportation

The Secretary's Office

1095

92

NOISE

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

October 16, 1995

Mr. Marshall A. Janoff 7714 Grasty Road Baltimore MD 21208

Dear Mr. Janoff:

Thank you for your letter about a noise barrier for the Grasty Road area adjacent to I-695.

The testimony presented on behalf of your community at the September 11 meeting very clearly articulated the concerns of the residents in your community and we are committed to developing a policy which fully considers all of the concerns you expressed in your letter.

I would like to clarify one point you made about the \$40,000 per residence guideline. There has been one instance where the total cost of a noise barrier exceeded the \$40,000 ceiling: the State's contribution to that barrier was \$40,000, and the balance was funded by the residents benefitted through the creation of special taxation districts by Montgomery County. Our past application of the noise policy has been consistent, but we did recognize that it was time to review the policy given the many concerns which have been raised.

Please be assured the ongoing review process will give full and serious consideration to your community.

Sincerely,

David L. Winstead

Secretary ·

cc: The Honorable Paula C. Hollinger

Mr. Hal Kassoff

859-7600

bcc: Mr. Charles B. Adams

Mr. James Hade

Mr. Bruce Gartner

Mr. Charles R. Harrison

Prepared by: Charles Adams, SHA, Office of Environmental Design



Markand Department of Transportation

ecretary's Office

Parris N. Glendening

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

November, 20, 1995

Mr. R. S. Joseph 6717 Parkwood Street Hyattsville MD 20784

Dear Mr. Joseph:

Thank you for your letter about a sound barrier for the Radiant Valley-Landover Hills-Bellemead area adjacent to US 50 in Prince George's County. As you indicated in your letter, this area has previously been determined to meet the eligibility criteria for a sound barrier. The question has been one of funding.

We are currently looking to fund all of the remaining retrofit noise barriers, including one for this area. We expect to be able to make a final decision in the next few months. We hope to fund these remaining projects.

Again, thank you for taking the time to share your concerns with me. If you have any questions, please feel free to call Mr. Charles Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 545-8640.

Sincerely,

David L. Winstead

Tavid L. Winsten

Secretary

cc:

Mr. Charles B. Adams

Mr. Hal Kassoff Mr. John Lewis



96

David L. Winstead Secretary Hal Kassoff Administrator

July 17, 1995

Mr. Bernie Karnes, President Calverton Citizens Association P.O. Box 21 Beltsville, Maryland 20705

Dear Mr. Karnes:

I am writing in response to your letter requesting additional noise level measurements be taken in the Calverton community.

In Secretary David L. Winstead's letter to the state elected representatives for your area he acknowledged that the Calverton community meets the eligibility criteria for a noise barrier. The question is one of funding.

We certainly can schedule additional noise measurements however this would not change the status for Calverton. The noise policy review indicated in Secretary Winstead's letter will be addressing a number of issues including funding for projects already determined to have met our eligibility criteria. Calverton is included in this category.

My preference would be not to undertake any additional measurements until after the noise policy review is finished and we have a better picture of the direction of our entire noise program. I would like to discuss this with you at your convenience. Please give me a call at (410) 333-8063.

J. Hadins

Director, Office of Environmental Design

cc: Secretary David L. Winstead

Mr. Hal Kassoff

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free bcc:

Mr. Paul Armstrong

Maryland Department of Transportation

The Secretary's Office

97

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

August 21, 1995

Mr. Herbert S. Kasoff Quality Brands, Inc. 228 Dover Road Bay Meadow Industrial Park Glen Burnie MD 21061

Dear Mr. Kasoff:

Thank you for your letter regarding a noise barrier adjacent to the Baltimore Beltway (I-695) in the Grasty Road area of Baltimore County.

As you are well aware, the issue is one of the cost of a noise barrier and the current noise policy criteria maximum of \$40,000 per residence. I know you are also aware of the noise abatement policy review process underway. We will be reviewing the entire policy to determine where changes should be made and the nature of any changes. The points you raise in your letter are similar to those made by others and are being considered in this review.

Additionally, your community will have the opportunity to address the policy review panel at the next meeting on September 11. Information will be sent shortly to your community contact Mr. William Orloff.

If you have any additional questions, please feel free to call Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Charles B. Adams

Mr. Hal Kassoff

859-7600

My telephone number is (410)-

98

Mr. Herbert S. Kasoff August 21, 1995 Page Two

bcc: Mr. James D. Hade

Mr. John Lewis

Mr. Charles R. Harrison







99

David L. Winstead Secretary Hal Kassoff Administrator

June 20, 1995

Ms. Diane Kestel 942 Tally Court Glen Burnie MD 21061

Dear Ms. Kestel:

I am writing about the schedule for construction of a noise barrier adjacent to your community along I-97.

We are currently awaiting the contractor's proposed cost to construct the noise barrier. It is anticipated that the work can begin in approximately two months. This assumes that we will be able to arrive at a reasonable cost with the contractor. As we discussed over the telephone, the noise barrier construction adjacent to your neighborhood will require nighttime work. This is required because we cannot close a lane on I-97 during daytime hours. We will make sure you are kept up to date on the construction schedule.

We understand the desire of you and your neighbors to have this work completed at an early date and appreciate your patience. If you have any questions, please give me a call at (410) 333-8063.

Charles B. Adams, Director Office of Environmental Design

cc: Mr. Edward Meehan

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



Maryland Department of Transportation

100

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

The Secretary's Office

April 28, 1995

Ms. Betty Kirkland President Lanham Station Area Citizen's Association Post Office Box 215 Lanham MD 20706

Dear Ms. Kirkland:

Thank you for your recent letter about noise impacts in the Lanham Station community. I know you have been pursuing a noise barrier for a number of years to provide relief from traffic on the Capital Beltway.

One of the criterias of the current noise abatement policy requires homes must have been built before the roadway was constructed; the Lanham Station area homes were built after the roadway. There have been a number of concerns raised about the current noise policy and a complete review is being made to determine the need for changes. This review will be done in the coming months; and while it is not known whether this review process may affect the Lanham Station neighborhood, it is important we give fair consideration the issues you raised.

In the meantime, I have asked for a review of the information contained in the Lanham Station Citizen's Association letter, to see if it changes the situation under the present policy. You can expect to hear from Mr. Charlie Adams, SHA's Director of Environmental Design when the review is completed at the end of Maryland.

If you have any questions, please do not hesitate to contact Mr. Adams, at (410) 333-8083. Thank you for bringing these concerns to my attention.

Sincerely,

David L. Winstead

Secretary

cc: N

Mr. Charles B. Adams

The Honorable Parris N. Glendening

Mr. Hal Kassoff

TTY For the Deaf: (410) 684-6919

Mrs. Betty Kirkland April 25, 1995 Page Two

bcc: / Mr. James Hade Mr. Creston Mills, Jr.

Maryland Department of Transportation

The Secretary's Office

162

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

September 22, 1995

Mr. Alexander G. Kish 7409 Varnum Street Hyattsville MD 20784-2311

Dear Mr. Kish:

Thank you for your letter about a sound barrier for the Bellemead community adjacent to US 50 in Prince George's County. As you indicated in your letter, the Bellemead area has previously been determined to meet the eligibility criteria for a sound barrier. The question has been one of funding.

We are currently looking at the funding for all of the remaining retrofit noise barriers, including one for Bellemead. I expect a final decision to be made in the next few months. We are attempting to fund these remaining projects.

Again, thank you for taking the time to share your concerns with me. If you have any questions, please feel free to call Mr. Charles Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Charles B. Adams

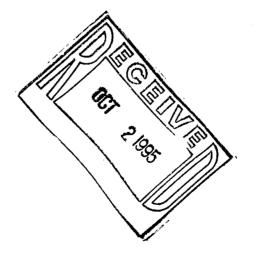
Mr. Hal Kassoff

Mr. John Lewis

Mr. Alexander Kish September 25, 1995 Page Two

bcc: Mr. Paul Armstrong

Mr. James Hade
Ms. Shawn Newson >





104

David L. Winstead Secretary Hal Kassoff Administrator

December 27, 1995

Mrs. Susan Kleinhammer 519 Hampton Lane Baltimore, Maryland 21286

Dear Mrs. Kleinhammer:

Thank you for contacting our office about the noise at your home on Hampton Lane, located near the Baltimore Beltway, (I-695). I would like to explain a little about our noise abatement program and how it relates to your request.

Each request for noise barriers is evaluated and measured against criteria that include: whether noise levels exceed 67 decibels (dBA), whether the homes pre-date the highway, and whether a barrier can be built for a reasonable cost.

During the planning phase for future improvements along the Baltimore Beltway, an environmental evaluation was conducted to determine if the adjacent communities would be impacted by noise as a result of the proposed improvements. When making a determination of impact one of the things we look at is whether the noise levels will exceed an impact threshold of 67 decibels (dBA). Results of the evaluation found that noise levels in the area of Hampton Lane would not exceed 67 dBA due to the distance of the homes from the Beltway. This does not mean that you do not hear noise from the Beltway. The levels are below the threshold at which we consider noise barriers.

I regret that I am unable to offer a positive solution to your concerns. If you have any questions regarding this information, please feel free to contact me at (410) 545-8640.

Charles B. Adams

Director

Office of Environmental Design

cc: Noise Abatement Section



165

David L. Winstead Secretary Hal Kassoff Administrator

August 8, 1995

Ms. Francine Kurlansky 7601 Dwight Drive Bethesda, Maryland 20817

Dear Ms. Kurlansky:

I am writing to follow-up your conversation with Mr. Jim Hade of our office regarding the noise situation at your home located along the Capital Beltway (I-495).

As you requested, we have enclosed copies of a study vicinity map, the results of the most recent noise monitoring study conducted in your community, a noise barrier cost analysis sheet, and a copy of our noise abatement policy. We do not have a community representative reference for your area.

When the noise barrier cost analysis was conducted, it was found that the cost to build a barrier would exceed our \$40,000 cost per residence limit, which determined that the area could not be considered eligible for noise abatement.

A number of issues have been raised about our existing criteria and the noise abatement program. These concerns have led to a review of the entire policy to determine where revisions are needed. This review is expected to take the next several months to complete. If the policy review changes the circumstances of your area, we will revisit the issue.

If you should have any questions, please feel free to contact me at (410) 333-8063.

charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. James Hade

Mr. Ken Polcak Ms. Shawn Newson

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



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O. James Lighthizer Secretary Hal Kassoff Administrator

/995 January 10 1994

Edward C. Lambdin, C.P.A. 8213 Ruxton Crossing Court Towson MD 21204

Dear Mr. Lambdin:

Thank you for your recent letter to Deputy Administrator Elizabeth Homer concerning the noise evaluation that was conducted in your community adjacent to the Baltimore Beltway (I-695).

As you already know, the Ruxton Crossing area was part of a study to evaluate future noise levels to be produced by the I-695 expansion. This evaluation indicated such noise would not reach the threshold of 67 decibels (dBA).

I have asked Charles Adams, Director of our Office of Environmental Design, to meet with you to discuss the data that was previously developed, and to explore whether this area should be re-evaluated. You can expect to hear from Charles within two weeks to coordinate this meeting.

Thank you again for letting me know of your continued concerns. If you have any additional questions, please feel free to call Charles Adams at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

Mr. James Hade

My telephone number is _____



167

David L. Winstead Secretary Hal Kassoff Administrator

March 6, 1995

Mrs. S. Leishear 4978 Keppler Road Temple Hills MD 20748

Dear Mrs. Leishear:

I want to thank you for your recent telephone call to our office regarding the noise situation in your community, adjacent to I-95 (Capital Beltway).

Several years ago the Maryland State Highway Administration conducted a study to determine the feasibility of a noise barrier in the area. Based on the results from that study, it was determined that to protect the impacted residences would greatly exceed our maximum expenditure of \$40,000 per residence.

While we were not able to build a noise barrier, a screen fence was installed to provide some partial relief. Given the past cost issue I do not see that a noise barrier will be feasible given our current criteria.

I regret that we are unable to offer a more positive response to your request. If you should have any questions or wish to discuss this matter further, please contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. James Hade

Mr. Ken Polcak

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



109

David L. Winstead Secretary Hal Kassoff Administrator

February 17, 1995

Mr. Mark Ledford 7931 Vernon Avenue Fullerton, MD 21236

Dear Mr. Ledford:

Thank you for your telephone call to our office regarding the noise situation at your community, adjacent to I-695 at Belair Road. I would like to address your concerns for the community and about barriers generally.

Noise abatement barriers are classified as either Type I or Type II projects. Type I barrier projects are done in conjunction with new roadway construction or with the reconstruction/expansion of existing highways.

Such barriers are planned when an environmental impact analysis, conducted as part of the highway planning process, predicts that the noise impact from the proposed highway improvements will exceed an impact threshold of 67 decibels, and an effective noise barrier can be built which meets our cost criterion of \$40,000 per residence.

Type II ("or retrofit") noise barriers, on the other hand, are considered for highways built before environmental impact analyses became a requirement of the highway development process. These are stand alone projects which consist of barrier construction only, and are funded subject to the availability of federal money and a local share of 20% of the project cost. Also, an essential criterion for Type II eligibility is that the majority of impacted residences pre-date the original construction date of the adjacent highway. Our records indicate that the homes in the Rolling View Green development were built after this portion of I-695. Based on this information, the area does not qualify for noise abatement under our Type II retrofit program.

However, in conjunction with the future widening of the Baltimore Beltway, we intend to evaluate each community (including Rolling View Green) within the corridor. The analyses will study each area for predicted future noise impacts as a result of the widening. We will further investigate to determine which areas meet all of our criteria and if noise barriers can be constructed at a reasonable cost.

> Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mr. Ledford Page Two

In the meantime, if you should have any questions, please feel free to contact me at (410) 333-8063.

Sincerely,

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. James Hade



110

David L. Winstead Secretary Hal Kassoff Administrator

#592

October 17, 1995

Mr. David Longly 5910 Moorehead Road Baltimore, Maryland 21228

Dear Mr. Longly:

I am sorry to that you missed the informational meeting regarding the noise barrier project in your community. I would like to share with you the details of the project thus far. Included is a copy of the plan that shows the location of the noise barrier at your property.

The noise barrier will be constructed along I-695 (Baltimore Beltway), from north of U.S. 40 to I-70. We have begun preliminary design of the barrier and we expect to advertise the project next summer. Construction should begin in the Fall of 1996, with an anticipated completion date approximately one year from the construction initiation date. Please keep in mind that this timeframe is not definite and is subject to change as development of the project continues.

At this time we do not anticipate any construction impacts to your property. The right-of-way fence will remain in place throughout construction and we will not need to adjust the utility pole in your yard. If this should change, we will notify you. Also, we intend to preserve as much of the existing vegetation as possible. Additionally, the noise barrier will be constructed in its permanent position and we do not expect a need to relocate the wall during the beltway widening.

My telephone number is	
MV telebhone number is:	

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Mr. Longly Page Two

I hope this information has brought you up to date with the schedule for the project. If you should have any questions about this information, please contact me at (410) 545-8599.

Sincerely, Januar D. Hade

James Hade, RLA

Team Leader

Noise Abatement Section

Enclosure

cc: Charles B. Adams

Ken Polcak Shawn Newson



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#1072
David L. Winstead
Secretary
Hal Kassoff

Administrator

September 15, 1995

Mrs. Brenda Louia 11013 Brandywine Street Kensington, Maryland 20895

Dear Mrs. Louia:

I am writing to let you know about the noise monitoring study conducted at your home located along MD 185 (Connecticut Avenue), in Montgomery county. A graph of the results is included for your information.

The study showed that the noise levels at your residence measured between 58-70 decibels (dBA). Noise levels exceeded our impact threshold of 67 dBA during the evening (6:00 PM - 8:00 PM) and morning (6:00 AM - 10:00 AM) rush hour periods. The 67 decibel (dBA) impact threshold is the level which must be exceeded before an area can be considered for noise abatement.

While we do acknowledge that noise levels exceed the impact threshold at your residence, consideration of noise barriers along existing highways is limited to the Interstate highway system. The State Highway Administration does not have a program for retrofitting noise barriers on roads such as MD 185. Based upon this information, we cannot consider the community for noise abatement.

Finally, we have spoken with our District maintenance office about your concerns with the repair of your fence. If you need further assistance with this work, please feel free to contact Mr. Paul Armstrong, the District Engineer for Prince George's and Montgomery counties. Mr. Armstrong may be reached at (301) 513-7311.

My telephone number is ______

Mrs. Louia September 14, 1995 Page Two

I regret that I am unable to offer a more positive response to your noise situation. However, if you should have any questions regarding this matter, please feel free to contact me at (410) 333-8063.

Karley S. Malan

Sharles B. Adams

Director

Office of Environmental Design

Enclosure

cc: Mr. Paul Armstrong

Mrs. Margaret Estabrook

The Honorable Chris Van Hollen, Jr.

Mrs. Louia September 14, 1995 Page Two

I regret that I am unable to offer a more positive response to your noise situation. However, if you should have any questions regarding this matter, please feel free to contact me at (410) 333-8063.

Sincerely,

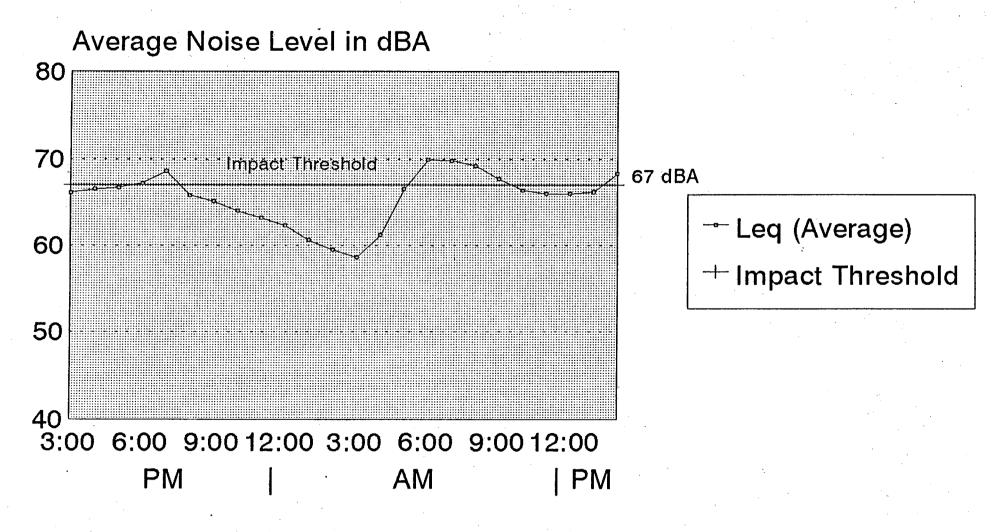
Charles B. Adams Director Office of Environmental Design

Enclosure

cc: Mr. Paul Armstrong
 Mrs. Margaret Estabrook
 The Honorable Chris Van Hollen, Jr.

bcc: Jim Hade Ken Polcak Shawn Newson

24 - HOUR NOISE MONITORING STUDY Louia Residence 11013 Brandywine Street



MD 185 (Connecticut Avenue) August 14-15, 1995 Exhibi



David L. Winstead
Secretary
Hal Kassoff
Administrator

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July 19, 1995

Mr. Arthur Macke 7431 Arrow Wood Road Bethesda, Maryland 20817

Dear Mr. Macke:

I am writing to give you an update you on the noise barrier extension project scheduled to be done in your area.

As you may know, we will be adding a lane to the I-270 spur along the Capital Beltway. Since the widening job is in the vicinity of the subject noise wall, we will include the barrier work in conjunction with the widening project. Part of the widening project will affect the location of one of the walls which we planned to heighten. This means that one section of the wall will be relocated a small distance back from the highway, which will improve safety conditions for the project.

The widening project is currently underway and the barrier work is expected to begin this fall. We anticipate that the job will take about 3-6 months to complete. We will keep you apprised of any developments as they occur.

In the meantime, if you should have any questions, please feel to contact me at (410) 333-8063.

charles Bu Adams

Director

Office of Environmental Design

cc: Mr. Jim Hade

Ms. Shawn Newson Mr. Steve Silva

My telephone number is____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



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David L. Winstead Secretary Hal Kassoff Administrator

December 11, 1995

Mr. Jerry Madden 9604 Cedar Lane Bethesda, Maryland 20814

Dear Mr. Madden:

Thank you for contacting our office about the noise at your home located near I-495, in Montgomery county.

When we receive requests for noise barriers, each community is evaluated and measured against criteria that includes: whether the homes pre-date the highway, whether noise levels exceed the impact threshold of 67 decibels (dBA), and whether an effective noise barrier can be built for a reasonable cost.

During the planning of the I-495 improvements, an environmental evaluation was conducted to determine if adjacent communities would be impacted by noise from the proposed improvements. It was determined that noise levels in the area of Cedar Lane, just north of I-495, would not reach the 67 dBA threshold. Due to the distance of the homes in the area from the highway (approximately 600 ft.), a noise barrier would not be effective. Noise barriers are most effective when the homes protected are located within 100-200 ft. of the barrier. Given this information, noise barriers were not considered for inclusion with this project.

You raised concerns about the vehicle noise from the Cedar Lane bridge, I have forwarded a copy of this letter to Mr. Carter Wilson, the State Highway Administration's Assistant District Maintenance Engineer. Mr. Wilson will contact you directly to discuss this issue.

I regret that I am unable to offer a positive response to the noise situation in your community. However, if you should have any questions regarding this information, please feel free to contact me at (410)545-8640.

Director

Office of Environmental Design

My telephone number is ______

Mr. Madden December 11, 1995 Page Two

cc: Mr. James Hade
Mr. Ken Polcak
Ms. Shawn Newson



119

David L. Winstead Secretary Hal Kassoff Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
5111 BUCKEYSTOWN PIKE
FREDERICK, MARYLAND 21701-8305

September 1, 1995



Ms. Joan Magill
Wetherburn Homeowners Association
Residential Realty Group
103 Old Court Road, Suite B
Baltimore, Maryland 21208

Dear Ms. Magill:

This is a follow-up to my conversation with you on August 31 concerning your request that we consider the placement of noise barriers along I-70 adjacent to the Wetherburn community in Howard County.

I am asking Mr. Charles Adams, Director, Office of Environmental Design, to conduct necessary noise reviews to determine existing conditions and what remedial actions may be justified and desirable. Mr. Adams will contact you directly and advise you of his findings.

We appreciate your interest in the matter. For further discussion, feel free to contact me at 1-800-635-5119, or Charles Adams at 410-333-8063.

Sincerely,

Gene R. Straub

Acting District Engineer

GRS/tf

cc:

Charles Adams

Richard Lindsay Mike Johnson

My telephone number is_____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll√Free

Mailing Address: P.O. Box 717 Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street Baltimore, Maryland 21202



1,90

David L. Winstead Secretary Hal Kassoff Administrator

September 8, 1995

Ms. Joan Magill Wetherburn Homeowners Association Residential Realty Group 103 Old Court Road, Suite B Baltimore, Maryland 21208

Dear Ms. Magill:

Thank you for your telephone call about the noise situation in the Wetherburn community located adjacent to I-70, in Howard county.

To determine where noise barriers are constructed we follow a set of criteria. One of these is that the homes must pre-date the construction of the highway. Our records indicate that the homes in the Wetherburn community were constructed after completion of I-70. Based upon this information we cannot consider the community for noise abatement.

Additionally, regarding the increase of the speed limit to 65 mph studies conducted by the Federal Highway Administration (FHWA) have shown that a maximum increase of 1-1.5 dBA could result. This increase would be below the threshold of perception of the average person.

I regret that I am unable to offer a more positive response to your request. However, if you have any questions or wish to discuss this matter further, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc: Mr Gene R. Straub

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Ms. Joan Magill Page 2

bcc: Jim Hade Ken Polcak Shawn Newson



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David L. Winstead Secretary Hal Kassoff Administrator

October 25, 1995

Mrs. Mary Markell 4005 Mountain Road Pasadena, Maryland 21122

Dear Mrs. Markell:

Thank you for contacting our office about the noise at your home located on MD 177 (Mountain Road).

When we receive requests for noise barriers, they are evaluated and measured against criteria that include: whether the noise levels exceed 67 decibels (dBA), whether the homes pre-date the highway, whether a barrier can provide a minimum of 5 dBA noise reduction, and whether a barrier can be built for a reasonable cost.

Several years ago at the request of Mr. Jack Diehl, we conducted a noise monitoring study in the community. The results showed an average hourly noise level of 66 decibels (dBA). Traffic noise impact is assessed by comparing the measured average noise level with the impact threshold of 67 dBA. Correspondence to Mr. Diehl about the noise study results is included for your information.

While we do acknowledge that the noise levels are close to our impact threshold, a noise barrier in this area would not be feasible, due to the numerous access points (driveways, side streets, etc.) along MD 177 (Mountain Road), which must be maintained. These access points would require gaps in any barrier system, making the whole system ineffective in reducing noise levels. Given this information, we cannot consider the area for our noise abatement program.

I wish I could offer a more positive response to your inquiry. However, if you have any questions regarding this information, please contact me at (410)545-8460.

Charles B. Adams

Director

Office of Environmental Design

Enclosure

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free cc: Jim Hade Ken Polcak
Shawn Newson



Secretary

Hal Kassoff Administrator

January 23, 1995

Mr. Kenneth Matulia 8621 Andrew Ellicott Court Ellicott City MD 21043

Dear Mr. Matulia:

The Howard County Health Department has forwarded to our office a copy of your letter requesting a noise monitoring study be conducted at your residence adjacent to US 29.

In order for an area to be considered for noise abatement, the majority of homes must pre-date construction of the adjacent highway. In cases where road improvements are made to an existing highway, the homes must have been built before location approval for the improvements is received.

Our records indicate that The Bluffs at Ellicott Mills was developed after location capproval was given for the improvements on US 29. Based on this information, the community is not considered eligible for noise abatement.

In situations where we know the community will not meet our criteria, we are reluctant to conduct a noise study. As we would be unable to offer any type of noise abatement.

I regret that we are unable to offer a more positive response to your request. If you should have any questions, please feel free to contact me at (410) 333-8063.

Director

Office of Environmental Design

√Mr. James Hade

Mr. Bert Nixon, Howard County Health Department

My telephone number is -



126

David L. Winstead Secretary Hal Kassoff Administrator

December 11, 1995

Mrs. Jenny Miller 9612 Singleton Drive Bethesda, Maryland 20814

Dear Mrs. Miller:

Since our previous conversation, I have made several unsuccessful attempts to contact you regarding the community meeting scheduled for January 17, 1996, which Mr. Ken Polcak of our office is planning to attend.

To insure appropriate representation and preparation for the meeting, I would like to talk with you to clarify what information will be required for our participation at the meeting. Please contact me at (410)545-8600 to discuss this matter. I look forward to hearing from you soon.

Sincerely,

Shawn Newson

Noise Abatement Team

cc:

Charlie Adams

Seuson

Jim Hade

Ken Polcak





David L. Winstead Secretary Hal Kassoff Administrator

October 11, 1995

Ms. Claudia A. Mouery Correspondent, Beltway Committee Cromwood, Coventry, and Satyr Hill Community Association 8711 Jenifer Road Baltimore MD 21234-2707

Dear Ms. Mouery:

Thank you for your recent letters to me and Charlie Adams about the noise barrier project for your community.

Please let me explain the status of the project and, hopefully, clarify the issue about the noise measurement report. The design for this barrier is underway and the preliminary location, heights and expected noise reductions will be presented to the community at a meeting on October 17 at our district office at Joppa and Falls Roads in Brooklandville at 7:30 p.m. If you need directions to our Brooklandville office, please call Linda Singer at (410) 321-2203.

The purpose of the noise level monitoring which was done this year is to indicate the extent of the noise level impact in the community. This information, though it is the most current, will be compared to previously collected information to determine the worst case situation. It is common for noise levels to fluctuate from measurement to measurement.

You also questioned our use of a Pennsylvania company. This engineering firm is well qualified to design the noise barrier. We also use firms from Maryland for our design work. The product we and you will receive from this firm will be of the same high quality as other noise barriers in Maryland.

A computer model determines the actual barrier height and length so as to achieve the best barrier to protect as many of the impacted homes as physically possible. I hope that once you and your neighbors see the preliminary information on October 17, you will feel we are truly working in your interest. If there are still concerns after you have received this information, our staff will work closely with you to reach an agreeable resolution.

My telephone number is _____

Ms. Claudia A. Mouery October 11, 1995 Page Two

Again, thank you for writing. If you have any questions, please feel free to call Charlie Adams at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

The Honorable F. Vernon Boozer

The Honorable Robert L. Ehrlich, Jr.

The Honorable A. Wade Kach

The Honorable James M. Kelly

The Honorable Martha S. Klima

Ms. Claudia A. Mouery October 11, 1995 Page Three

bcc:

Mr. James Hade Ms. Shawn Newson Mr. Kenneth Polcak



David L. Winstead Secretary Hal Kassoff Administrator

May 12, 1995

Ms. Claudia Mouery
Cromwood, Coventry, and Satyr Hill
Community Association
8711 Jenifer Road
Baltimore MD 21234-2707

Dear Ms. Mouery:

I am responding to your recent letter regarding the ongoing activities related to sound barriers and I-695.

We anticipate receiving a report on the results of the recent noise level monitoring prior to your meeting on May 18th. Upon receipt, we will forward a copy of the report to you.

The current status of the six Type II noise barrier projects along I-695 is as follows:

- Wilkens Avenue to Southwestern Blvd.

 Under construction, anticipated completion late summer 1995.
- York Road to Dulaney Valley Road
 Under construction, anticipated completion in the spring of 1996.
- Thornton Road to Seminary Avenue
 Under construction, anticipated completion by mid summer 1996.
- Charles Street to York Road
 Under design, anticipated advertisement for construction late June of this year.
- U.S.40 to I-70
 Under design (early stages), anticipated construction start in the summer of 1996.
- Loch Raven Blvd. to Perring Parkway
 Under design (early stages), anticipated advertisement in winter of 1996, construction start in spring of 1997.

Specific details regarding dates/time frames for the widening project in your area are not available at this time. As specific information becomes available, we will happily share it with you.

My telephone number is
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Page Two Ms. Claudia Mouery

I hope this information will be sufficient for your needs at this time. Please feel free to contact us if you have any further questions.

Marie. M.

Director

Office of Environmental Design

cc:

J.D. Hade/ K.D. Polcak Cromwood, Coventry, and Satyr Hill Community Association

April 18, 1995

Mr. Charles Adams, Chief Landscape Architecture Division State Highway Administration 707 North Calvert Street Baltimore, MD 21202

Dear Mr. Adams,

Nearly a full year has passed since you last received a letter from me. I didn't realize it has been that long, I am way over due.

First I wish to commend the response I and my counter parts have received from Mr. Ken Polchak of your division.

This past year we have seen surveyors and received notification of a design phase for expansion of the Beltway I-695 in our area. Our sidewalks, trees and streets are covered with bright orange graffiti-like markings that, by the way, HAVE NOT WASHED AWAY. In recent weeks the sound survey that was scheduled for November was finally conducted. Please forward to me a copy of the sound study results as soon as it is available.

Our community will be holding a General Meeting on May 18, 1995. Please send me the latest information on the Type II Sound Barriers to be constructed at six locations around the Baltimore Beltway (I-695). We will be expected to report the latest information.

The last information provided by your office stated the "Design Phase" for our area was being postponed because of the possibility of expansion. Some of the locations are completed by now, others in construction, etc.

Please respond with the project status for:

- Design phase. (Include please dates for completed construction and design.)
- Projected (expected) location approval.
- Projected (expected) final design.
- Projected (expected) advertisement date.
- Projected (expected) bid opening date.
- Projected (expected) award date.

in. Please draft

in: a reply for my

signature by 5/10.

- Projected (expected) notice to proceed date.
- Projected (expected) final inspection date.

If you do not know exact dates for this requested information, please give us estimated dates, or time frames for each of these projects..

I hope to hear from you at your earliest convenience.

Claudia A. Mouery, correspondent

Beltway Committee 8711 Jenifer Road

Baltimore, MD 21234-2707



133

David L. Winstead Secretary
Hal Kassoff
Administrator

October 24, 1995

Mrs. Sharon McCarthy 705 Dorchester Road Baltimore, Maryland 21228

Dear Mrs. McCarthy:

Thank you for your telephone call to our office about the noise at your home located adjacent to (I-695) the Baltimore Beltway. I would like to explain our noise abatement programs and how each relates to your community.

Noise abatement projects are classified as either Type II or Type I projects. Those which fall into the Type II program involve the construction of noise barriers at locations where the highway was built before environmental impact analyses became a requirement of the highway development process. These are stand-alone projects that consist solely of noise barrier construction.

We have evaluated your community to determine if it meets our Type II eligibility criteria. It was determined that the homes between U.S. 40 and Ingleside Avenue were constructed after completion of I-695. An essential element of our noise policy is that the homes must pre-date the original highway completion. Given this information, your community was ineligible for further Type II consideration.

Type I noise abatement projects, on the other hand, are those which are built in conjunction with new roadway construction or expansion of existing highways. Noise barriers are included when an environmental impact analysis, conducted as part of the highway planning process determines that the noise impact from the proposed highway will exceed a threshold impact of 67 decibels (dBA), and that noise levels can be reduced for a reasonable cost. Noise levels must exceed the impact threshold to be considered for either program.

During the planning study for I-695 improvements, your community was studied for potential impacts from the proposed improvements. It was shown that while the area would experience increased noise levels, the cost to construct a noise barrier would exceed our maximum \$40,000 cost per residence limit and construction of a noise barrier was not reasonable.

My telephone number is	
------------------------	--

Mrs. McCarthy October 20, 1995 Page Two

I know this information may sound discouraging for your situation. Over the years we have heard from many citizens who have voiced some of the same concerns. Because of these issues, we have decided to review our noise policy to see if revisions should be made. At this time it would be unfair to speculate whether any revisions would change the circumstances of your community. Once the review process is complete, we will re-evaluate the area.

I am sorry that I could not offer a more positive response to your request. I will be in touch when the review is completed. In the meantime, if you should have any questions regarding this information, please contact me at (410)545-8640.

Charles B. Adams

Director

Office of Environmental Design

cc:

Jim Hade Ken Polcak Shawn Newson



O. James Lighthizer Secretary Hal Kassoff Administrator

MEMORANDUM

TO:

Mr. David A. Martin, Chief

Engineering Geology Division

FROM:

Charles R. Harrison (Kallak &

Metropolitan District Engineer

DATE:

November 17, 1994

SUBJECT:

MD 45 & Dumbarton Road

Baltimore County

We recently received a request thru Charles Adams concerning serious vibrations at a residence located in the northwest quadrant of MD 45 (York Road) and Dumbarton Road in Baltimore (see attached memo)

Could you please have the southbound lanes of MD 45 at Dumbarton Road cored and attempt to determine the source of the vibrations?

We would appreciate your investigation of this matter as soon as scheduling might allow. If there are any questions, please call Mr. Lee Starkloff of our maintenance section at 321-Thank you.

CRH: ELS: dse

Attachments

cc: Mr. C.B. Adams

COM TO TOO

My telephone number is



136

O. James Lighthizer Secretary Hal Kassoff Administrator

PLEASE REPLY TO: OFFICE OF DISTRICT ENGINEER 2323 WEST JOPPA ROAD BROOKLANDVILLE, MARYLAND 21022

January 9, 1995

Mr. Steve Nystrom 7000 York Road Baltimore, Maryland 21204

Re: MD 45 (York Road)
Baltimore County

Dear Mr. Nystrom:

This is a follow up to your conversation with Lee Starkloff of our Maintenance Section on January 6, 1995.

In response to your concerns, and after careful study we have decided to mill the wearing surface along MD 45 Southbound at its approach to the Dumbarton Road intersection. This should serve to improve rideability of MD 45 and, hopefully, decrease the vibrations you experience at your residence as heavy vehicles traverse the roadway.

Barring any severe weather problems, the work should be started by Mid-February.

Meanwhile, if further discussion is necessary, please call our Assistant District Engineer for Maintenance, Mr. Charlie K. Watkins at 321-3468. Thank you.

Sincerely,

Charles R. Harrison

Metropolitan District Engineer

CRH: ELS: dse

cc: Mr. C.B. Adams

Mr. E.L. Starkloff

Mr. A.D. Martin

Mr. C.K. Watkins

RECEIVED

JAN ## 1905

My telephone number is .

Office of Environmental Design



Maryland Department of Transportation

The Secretary's Office

137

Governor

David L. Winstead
Secretary

Parris N. Glendening

Thomas L. Osborne Deputy Secretary

October 5, 1995

Mr. William K. Orlove 7715 Grasty Road Baltimore, MD 21208

Dear Mr. Orlove:

Thank you for your recent letter regarding a sound barrier for your community. Governor Glendening also received a letter from you, and he has asked that I respond on his behalf as well as on the behalf of the Department of Transportation.

As you know, the Department and members of the Legislature are conducting a review of the current policy on sound barriers. Many of the points that you have raised are being considered by the committee, including the maximum costs per residence and the standard for determining homes that are impacted. As the review is in progress, I am not sure how the new policy will affect your community. As the policies are discussed, we will examine how changes would affect the Grasty Road request.

I'm sorry that I don't have a more certain answer at this time. If you have any further questions or comments, please feel free to contact Charlie Adams, Director of Environmental Design for the State Highway Administration, at (410) 333-8063. I've also requested that John Lewis of my staff keep you informed of progress by the committee.

Sincerely,

Tom Osborne

Deputy Secretary

Mr. William K. Orlove October 5, 1995 Page Two

bcc: Mr. James Hade

Ms. Shawn Newson

Prepared by: Jim Hade, SHA, Office of Environmental Design



139

David L. Winstead Secretary Hal Kassoff Administrator

September 6, 1995

Ms. Ashita Patel
2 Amy Brent Way
Reisterstown, Maryland 21136

Dear Ms. Patel:

Thank you for your telephone call to our office regarding the noise situation at your home located adjacent to MD 140 near the I-795 interchange.

To determine where noise barriers are constructed we follow a set of criteria. One of these is that the homes in the study area must pre-date the construction of the highway. Our records indicate that the area in which you live was constructed after completion of the I-795/MD 140 interchange. Based upon this information, we cannot consider the area eligible for noise abatement consideration.

I regret that I am unable to offer a more positive response to your request. However, if you have any questions regarding this matter, please feel free to contact me at (410) 333-8063.

Director

Office of Environmental Design

cc: ^VJim Hade Ken Polcak

Shawn Newson

Maryland Department of Transportation





Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

December 11, 1995

Mr. Byron J. Harris, President

Ms. Patricia A. Pearson, Vice President

Mr. George Conrad, Treasurer

Ms. Debra Sydnor, Secretary

Bellemead Citizens Association, Inc.

Post Office Box 2811

Hyattsville MD 20784-0811

Dear Mr. Harris, Ms. Pearson, Mr. Conrad, and Ms. Sydnor:

Governor Glendening received your recent letter about a sound barrier for the Radiant Valley-Landover Hills-Bellemead area adjacent to US 50 in Prince George's County. He has asked me to reply on his behalf.

First, let me apologize for not being able to attend the meeting on November 1st as originally planned. State Highway Administration representatives have briefed me, and I understand the meeting was productive.

As indicated in your letter, this area has previously been determined to meet the eligibility criteria for a sound barrier. The question has been one of funding. We are currently looking to fund all of the remaining retrofit noise barriers, including one for this area; we expect to be able to make a final decision very soon.

Again, thank you for taking the time to share your concerns. Funding these remaining projects is a high priority. If you have any questions, please feel free to call Mr. Charles Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 545-8640.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams

The Honorable Parris N. Glendening

and) Winstead

My telephone number is (410)- ___ 859-7600

Mr. Byron J. Harris, President Ms. Patricia A. Pearson, Vice President Mr. George Conrad, Treasurer Ms. Debra Sydnor, Secretary Bellemead Citizens Association, Inc. December 11, 1995 Page Two

bcc: Mr. James Hade Mr. Hal Kassoff Mr. John Lewis Ms. Shawn Newson



142

David L. Winstead Secretary Hal Kassoff Administrator

May 25, 1995

Mrs. Cassie Peaslee 1676 Winchester Road Annapolis MD 21401

Dear Mrs. Peaslee:

I am writing to confirm our upcoming meeting to present details of the proposed noise barrier construction for your community adjacent to U.S. 50. The date is set for Tuesday June 6th, 1995 at 7:00 PM.

Enclosed is a map showing the location of the meeting; the State Highway Administration District 5 office at 138 Defense Highway (MD 450), just west of the Annapolis Mall. Staff will be posted at the front door of the main building to admit residents and guide them to the meeting room.

The meeting will open with a brief presentation of the proposed noise barrier design, followed by a question and answer period.

Thank you for your assistance, and I look forward to our meeting. Please feel free to contact me at (410) 333-8072 if you have any questions in the meantime.

Sincerely,

Kenneth D. Polcak

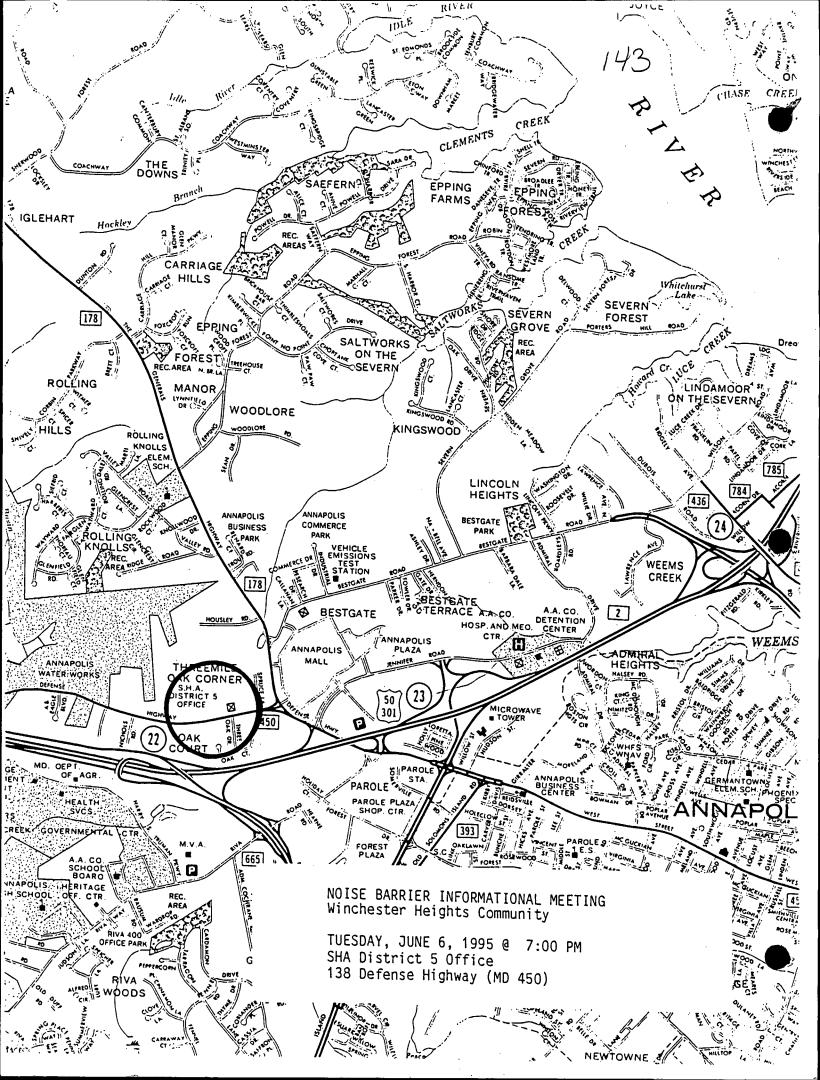
Noise Abatement Design and Analysis Team

Office of Environmental Design

Attachment

cc: Mr. Charles B. Adams
Mr. James D. Hade

My telephone number is	



Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

August 21, 1995

Mr. Stanley J. Phillips 1505 Whitegate Road Silver Spring MD 20904

Dear Mr. Phillips:

Thank you for your recent note about the review of our noise abatement policy and your desire for a noise barrier adjacent to New Hampshire Avenue.

The decision not to construct a noise barrier adjacent to your community was based upon one of the current policy criteria for the determination of impact not having been met. This relates to the amount of increase in noise over a no-build condition. This is just one of the areas under consideration by the policy review panel. It would be premature to speculate on recommendation resulting from this review.

We will, however, contact you after the review is complete. If policy revisions affect your community we will revisit the issue. Although a noise barrier was not approved, a woodens fence with a landscape screen will be installed to provide a buffer between New Hampshire Avenue and your community.

In the meantime, if you have any additional questions or comments please feel free to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

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cc: Mr. Charles B. Adams

Mr. Hal Kassoff

859-760U

O

My telephone number is (410)-

Mr. Stanley J. Phillips August 21, 1995 Page Two

ST WAS IN

bcc: Mr. James D. Hade

Prepared by: Charles B. Adams, SHA, Office of Environmental Design



146

David L. Winstead Secretary Hal Kassoff Administrator

June 15, 1995

Mr. Stephen M. Pope 11211 Maiden Drive Bowie MD 20715

Dear Mr. Pope:

Thank you for your recent letter about a noise barrier for the Glen Dale Estates community adjacent to US 50.

The State Highway Administration (SHA) has completed a study to determine if a noise barrier is warranted for Glendale Estates. I'm pleased to be able to let you know that the answer is yes. We are proceeding with final engineering for the wall. At this time, funding for a barrier has not been worked out, but we anticipate this will be resolved this fall.

We plan to meet with your community when the engineering is a little further developed later this summer. At that meeting, we will present and explain details for the planned noise barrier. I will be back in contact with you to coordinate the community meeting. I am enclosing a copy of a recent letter Secretary David L. Winstead sent to the state elected representatives from your area.

If you have any questions, please give me a call at (410) 333-8063.

Charles B. Adams, Director

Office of Environmental Design

Mr. Stephen M. Pope June 15, 1995 Page Two

bcc: Mr. Creston Mills Mr. James Hade



SHAWA Day Secr

David L. Winstead Secretary Hal Kassoff Administrator

December 27, 1995

Mr. Guy Riccio
Secretary
Brown's Pond Improvement Association
1720 Ritchie Highway
Annapolis, MD 21401

Dear Mr. Riccio:

I am writing as a follow-up to Mr. Belson's recent letter to me and our meeting on December 22 to discuss your concerns about traffic noise from US 50. It was a pleasure to meet with you both. I would like to respond to the points you raised.

The State Highway Administration (SHA) does plan to build a noise barrier along the north side of US 50 to protect the homes along North Winchester Road. We have been studying the area along the south side of the highway, but have not reached a final decision for this area. If a barrier is approved for this area, it would not extend far enough to the east to be of any benefit to the Brown's Pond area.

As we discussed, the distance that your neighborhood lies from US 50 is the key factor in determining whether anything can be done to reduce noise from the highway. Although we have not taken any noise measurements within your community, I do not believe that the noise originating from US 50 would be anywhere close to the impact threshold of 67 decibels. While noise from the highway can be heard, it as at a considerably lower level than the levels experienced by those living directly adjacent to the highway. Based upon the belief that noise levels are well below the impact threshold, there is nothing SHA can provide in the way of a noise barrier. Also, due to the distance factor, a barrier constructed along US 50 would have little or any noticeable effect on noise levels at your community.

I did take a look at the area along Boulter's Way adjacent to US 50 to see if any additional landscaping could be done to provide a buffer. There does appear to be room south of the US 50 overpass to plant additional evergreen trees. I will have one of my designers develop an estimate of the quantities that could be planted. I will get back to you in a month with this information.

My telephone number is		 	
Mandand Dalay Carrie		 _	

Page Two Mr. Guy Riccio

I am sorry that I can not give you a more positive response to your desire for a noise barrier. If you have any additional questions, or would like to discuss this letter, please give me a call at (410) 545-8640.

Charles B. Adams

Director

Office of Environmental Design

Page Three Mr. Guy Riccio

bcc: Mr. Jim Hade

Mr. Charlie Watkins

Hon. James A. Belson 12 W. Severn Ridge Road Annapolis, Maryland 21401 1995

October 30, 1995

Mr. Charles Adams, Director Office of Environmental Design State Highway Administration 707 North Calvert Street Baltimore, Maryland 21202

Dear Mr. Adams:

I write on behalf of the Brown's Pond Improvement Association to request the construction of sound barriers along the south side of the interchange of Route 50 and Route 2 when the interchange is expanded to widen Route 50 and certain ramps.

The Brown's Pond Improvement Association is comprised of eleven members whose properties abut Brown's Pond or have easements to it. Eight of these members have homes which are directly adjacent to the pond, which lies just to the south of the interchange. A former member of the association, the Manresa Retreat House, is being succeeded in membership by Manresa Assisted Living, a home for the elderly, which doubtless will be interested in preserving a quiet environment. I add that there are other neighbors south of the interchange in the vicinity of Winchester Pond whose homes may also be adversely affected by the increased highway noise.

According to articles appearing in the Annapolis Evening Capital on September 25, 1995 and October 19, 1995, the State Highway Administration has decided to build such barriers along the north side of the highway in the Winchester Road area. On October 16th, Mr. Guy Riccio, Secretary of our association, contacted Mr. Chuck Brown, spokesman for the SHA, who confirmed that the decision has been made to build such barriers on the north side and stated that members of our association may contact you in connection with the construction of such barriers on the south side of the highway.

It is important to note that the area adjacent to Brown's Pond has been made far more vulnerable to increased traffic noise from the interchange by the construction of Boulter's Way a few years ago. Boulter's Way runs from Route 450 on the south side of the interchange under Highway 50 and then loops around to enter Highway 50 westbound along with traffic from Highway 2 southbound. It was necessary to clear out many acres of forest south of the interchange -- I would estimate at least ten -- in order to

construct that segment of Boulter's Way. The removal of a large number of trees for highway purposes created a channel through which noise from the interchange reaches the northwest side of Brown's Pond. This has already had a serious adverse affect upon the environment of the pond, which was an almost unspoiled natural habitat before the construction of Boulter's Way and the gradual increase of noise from Ritchie Highway.

We would welcome the opportunity to meet with appropriate persons to discuss the construction of the sound barrier we request. Please address any correspondence to the Secretary of the association, Mr. Guy Riccio, 1720 Ritchie Highway, Annapolis, Maryland 21401, telephone: (410) 757-1720. The residents of the Brown's Pond area will appreciate your attention to this matter.

Sincerely,

James A. Belson

Former President, Brown's Pond Improvement Association

cc: Robert Siciliano, Esq.
President, Brown's Pond Improvement
Association
Mr. Guy Riccio
Mr. Denny Nooner, Jr.
President, Assisted Living Division
of Iatros Health Network, Inc.
Mr. Steve Carr
President, Severn River Association



153

David L. Winstead Secretary Hal Kassoff Administrator

August 22, 1995

Mr. and Mrs. Edward Rose 1 Pomona West Apt.11 Pikesville, Maryland 21208

Dear Mr. and Mrs. Rose:

Thank you for your letter regarding the noise situation at your residence, located adjacent to the Baltimore Beltway (I-695).

To determine where noise barriers are constructed, we follow a set criteria, one of which is that the homes must be built before the existing highway. Our records indicate that the apartment complex in which you live was constructed after I-695 was completed. Therefore, we cannot consider the area for noise abatement.

I regret that I am unable to offer a more positive response to your request. However, if you have any questions or wish to discuss this matter, please don't hesitate to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. Jim Hade

Mr. Ken Polcak

Ms. Shawn Newson

My telephone number is _____



AUG 14 1995

Office of Environmental Design

154

1 Pomona West Apt 11 Pikesville, Md 21208 August 11, 1995

Mr. Charles Adams
Landscape Division
Maryland State Roads Commission
707 North Calvert Street
Baltimore, Md 21202

Dear Mr. Adams:

Thank you for speaking with me earlier this week regarding my request to erect noise barriers to block the traffic noise coming from I-695 that runs parallel to our residence. Our building is located on the inner loop side of the Beltway between Exit 20 Reisterstown Road and the exit to I-795 to Westminster. The noise level is so high that we are unable to keep our windows open and hold a conversation. Sitting outside is also not an option as the level of noise is intrusive. In addition, there is a slight upgrade to the road so that trucks must accelerate to maintain speed. That creates an even greater clamor. At night, especially after it has rained, the noise is so loud that sleeping is a problem. Noise barriers would greatly diminish this problem.

Is there any method that is employed to measure the level of the noise? If so, if you need to use our residence or balcony, we would be happy to accommodate.

We would like you to consider this letter our request to at least begin the process of investigating our complaint. We would welcome the opportunity of providing any addition information you will require.

At your suggestion, I am sending a copy of this letter to Jim Hade and Ken Polchak.

We appreciate your interest and hope you will help solve this problem.

Thank you.

Sincerely,

W. Edward Rose

Raye G. Rose

cc: Jim Hade Ken Polchak

P.S. If you would like to speak to me during the day, my work telephone # is 668-1300. Our home telephone # is 602-1081.



Office of Environmental Design



March 6, 1995

Ms. Mary Rosmus 4920 Braddock Road Temple Hills MD 20748

Dear Ms. Rosmus:

I want to thank you for your recent letter regarding the noise situation in your community located, adjacent to I-95.

Several years ago the Maryland State Highway Administration conducted a noise study to determine the feasibility of a noise barrier in the area. Based on the results from that study, it was determined that to protect the impacted residences would greatly exceed our expenditure of \$40,000 per residence.

While we were not able to build a noise barrier, a screen fence was installed to provide some partial relief. Given the past cost issue I do not see that a noise barrier will be feasible given our current criteria.

I regret that we are unable to offer a more positive response to your request. If you should have any questions, or wish to discuss this matter further, please contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc: Mr. James Hade

Mr. Ken Polcak

My telephone number is ______



15

David L. Winstead Secretary Hal Kassoff Administrator

August 15, 1995

Mr. and Mrs. Marc Rouchard 30 Averne Court Timonium MD 21093

Dear Mr. and Mrs. Rouchard:

Thank you for your letter about a noise barrier along I-83 for the Chapel Ridge community.

Under our current policy, Chapel Ridge is not eligible for a noise barrier because it was built after the highway. A review of this current policy is now underway. It would be premature to speculate on what revisions might result from this review. I will share your concerns with the review panel.

I have forwarded your letter to our District Engineer Mr. Charles R. Harrison and asked him to have someone look into your concerns about the lack of a guardrail. If you would like to contact Mr. Harrison directly he may be reached at (410) 321-3461.

Charles B. Adams, Director
Office of Environmental Design

cc: Mr. Charles R. Harrison

My telephone number is ______



Mr. and Mrs. Marc Rouchard August 15, 1995 Page Two

bcc: Mr. Jim Hade Ms. Shawn Newson

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Office of Environmental Design



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David L. Winstead Secretary Hal Kassoff Administrator

August 29, 1995

Mr. Gary Saks 6914 Tolling Bells Court Columbia, Maryland 21044

Dear Mr. Saks:

I am writing to report the results of the noise monitoring study conducted at your residence, located near the interchange of MD 32 and U.S. 29, in Howard County. A graph of the results is included for your information.

A 24-hour noise monitoring study was conducted on the deck of your home. The measurement shows that noise levels at your home measured between 44 - 59 decibels (dBA), which is well below our impact threshold of 67 decibels (dBA). Also, given the variability of the noise levels, we suspect some of the measurement intervals may have been influenced by factors other than strictly highway noise.

A noise monitoring re-analysis study has been planned for the Holiday Hills/ River Glen/ Hickory Ridge communities after the construction of relocated MD 32 is completed. We will be happy to include your residence as a test site in this follow-up analysis. Based on current schedules, we anticipate the highway will be completed about mid-1996.

Included in this project will be a six-foot-high chain link fence. This fence is intended to keep pets and children from wandering onto the highway, but should also provide residents protection from potential trespassers from the highway.

In the meantime, should you have any questions regarding this matter, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

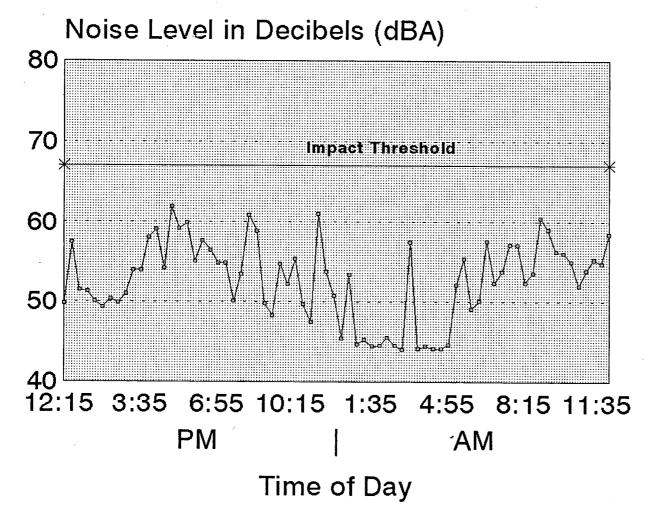
Enclosure

cc: Jim Hade Ken Polcak Shawn Newson

My telephone number is _____

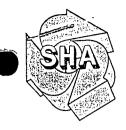
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

1.60



- Leq (Average)
- * Impact Threshold

EXHIBIT 1 JULY 20-21, 1995 MD 32



Maryll

O. James Lighthizer Secretary Hal Kassoff Administrator

January 19, 1995

Mr. William Schmidt 2418 Forest Glen Road Silver Spring MD 20910

Dear Mr. Schmidt:

I am writing to report the results of the noise monitoring study completed at your home adjacent to the Capital Beltway (I-495), in Montgomery County. Graphs of the 24-hour measurement taken at your residence and those at other locations in the community, along with a site diagram, are enclosed for your information.

Two 24-hour measurements were taken and two separate 20-minute measurements were taken at each residence on the south side of Forest Glen Road. Measurements were also taken at two second row receptors on the north side of Forest Glen Road.

The 24-hour noise levels exceeded the impact threshold of 67 decibels (dBA) from 5:00 a.m. to 10:00 p.m. at both receptors. All of the 20-minute measurements approached or exceeded 67 dBA. The impact threshold is the level which must be exceeded before an are can be considered for noise abatement.

While the noise levels at Forest Glen exceed the impact level, it must be determined if an effective barrier could be constructed which would be within our cost criteria. We intend to continue with our investigation and will to contact you with our findings this spring.

In the meantime, if you should have any questions, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

Enclosures

cc: Mr. James Hade

Mr. Ken Polcak



David L. Winstead Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue Greenbelt, Maryland 20770

April 28, 1995

RECEIVED

Catherine and Stephan Schulz 7223 Barnett Road Bethesda, Maryland 20817 MAY 3 1995

District #3 Office
State Highway Administration
Greenbelt

Dear Catherine and Stephan Schulz:

Thank you for your recent letter concerning our construction activities on I-270.

There are no plans of which I am aware for a sound barrier at this location. While we are certainly amenable to requests such as yours, strict criteria have been established which must be met before a soundwall can be constructed. Proposals for such structures are submitted to and evaluated by the administration's Office of Environmental Design, the Director of which is Charles B. Adams. He can be contacted at (410) 333-8063.

Mr. Adams would be pleased to discuss the soundwall selection process with you, or to discuss any alternate remedies which might be feasible.

Sincerely,

Creston J. Mills, Jr. District Engineer

CJM:JOW:sed

cc: C. Adams

My telephone number is _

(301) 513-7311

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Maryland Department of Transportation

The Secretary's Office

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Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

March 13, 1995

John S. Singleton, Esq. Gendler, Berg & Singleton, P.A. Ten East Eager Street Baltimore MD 21202-2592

Dear Mr. Singleton:

I am writing in reply to your recent letter about a noise barrier for the communities of Heatherfield, Seminary Ridge, and Fields at Seminary.

As discussed at the February 13 meeting, we will be reviewing the noise program over the coming months. The points raised in your letter will be considered in this review.

I understand a meeting between State Highway Administration (SHA) staff and Mr. Jorgen Jensen has been scheduled to review SHA's previously developed data and determine where additional noise level monitoring will be performed.

I appreciate the concerns and patience of the residents of these three communities. We will be back in touch with you after we complete our policy review. In the meantime, should you have any questions, please feel free to call Mr. Charles Adams, SHA's Director of Environmental Design, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams

Mr. Jorgen Jensen

859-7600

Maryland Department of Transportation

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The Secretary's Office

David L. Winstead Secretary

Governor

Thomas L. Osborne Deputy Secretary

March 15, 1995

Mr. William A. Spiegel
Secretary
Hazelwood, Park-East Civic Association, Inc.
5615 Daybreak Terrace
Baltimore MD 21206

Dear Mr. Spiegel:

Thank you for your recent letter about a sound barrier for the Hazelwood, Park-East community. I appreciate your kind works about Mr. Moeller and Mr. Adams.

The issue of where to build sound barriers is one of great interest to many communities. In the coming months we will be reviewing the highway noise program to determine if the current requirements should be revised. While doing so, we will consider the concerns and circumstances of communities such as yours. We appreciate your patience and ask that you bear with us while we complete this review. Of course, we will let you know the outcome.

Again, thank you for letting me know of your community's continuing interest in this issue and of your satisfactory dealings with Mr. Adams and Mr. Moeller. If you have any questions, please feel free to call Mr. Adams at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Charles B. Adams (w/incoming)

Mr. Jack Moeller (w/incoming)

859-7600

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Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary Hal Kassoff Administrator

August 29, 1995

Mr. Scott Stallord 8119 Sheffield Court Jessup, Maryland 20794

Dear Mr. Stallord:

Thank you for your telephone call to our office regarding the noise situation at your residence, located adjacent to MD 32 between Route 1 and I-95 in Howard county.

To determine where noise barriers are constructed, we follow a set criteria, one of which is that the homes must be built before the existing highway. Our records indicate that the homes in your community were constructed after completion of MD 32. Therefore, we cannot consider the area for noise abatement.

I regret that I am unable to offer a more positive response to your request. However, if you have any questions or wish to discuss this matter further, please don't hesitate to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc: Jim Hade

Ken Polcak Shawn Newson



David L. Winstead Secretary Hal Kassoff Administrator

September 27, 1995

Ms. Carol Starr 435 Winding Rose Drive Rockville, Maryland 20850

Dear Ms. Starr:

Thank you for your telephone call to our office regarding the noise situation at your residence located adjacent to I-270, in Montgomery county.

When evaluating the warrants for noise barriers, we follow set criteria all of the which must be met. One of these is that the community must have been built before the highway. Our records indicate that the Rosehill Falls sub-division was built after completion of the improvements along I-270 and therefore, your community is not eligible for noise abatement consideration.

I regret that I am unable to offer a positive response to your inquiry. However, if you have any questions regarding this matter, please feel free to contact me at (410) 333-8063.

harles B.

Director

Office of Environmental Design

cc: Jim Hade Ken Polcak

Shawn Newson



David L. Winstead Secretary

Hal Kassoff Administrator

March 10, 1995

Mr. Marc Stec, President Indian Spring Citizen Association Post Office Box 3724 Silver Spring MD 20918-0905

Dear Mr. Stec:

Thank you for your letter about a sound barrier for the Indian Spring community. Your letter expressed two sound barrier concerns which I would like to address.

Indian Spring

You are correct that we have determined that Indian Spring meets the eligibility criteria. We will be reviewing our entire noise program over the coming months, including funding of those areas that have been previously determined to meet criteria. While I cannot provide a definitive answer on funding for Indian Spring, this area will be part of the review.

♦ Kay Tract

The State Highway Administration has been coordinating with Montgomery County staff about traffic-related concerns for the new Blair High School. However, we have not required or funded a noise barrier as part of the new construction. You may want to speak to people at the County to see whether the County may be planning to fund such a barrier.

Your community has been very patient, and I ask that you bear with us until the program review is completed. We will get back in touch with you at that time to let you know the outcome.

In the meantime, please feel free to call Charlie Adams, Director of our Office of Environmental Design, if you have any questions. Charlie may be reached at (410) 333-8063.

Sincerely,

Hál Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is _____

Mr. Marc Stec, President March 10, 1995 Page Two

bcc: Mr. James A. Hade

Mr. Cres Mills, Jr. Mr. Charles R. Olsen Mr. Neil J. Pedersen

Prepared by:

Charlie Adams, Office of Environmental Design

Charles

Cha

169



Maryland Department of Transportation State Highway Administration

q #1098

David L. Winstead Secretary Hal Kassoff Administrator

December 27, 1995

Mrs. Thomas 8834 Victory Avenue Baltimore, Maryland 21236

Dear Mrs. Thomas:

Thank you for contacting our District Office about the noise at you home, located near the Baltimore Beltway, (I-695).

Requests for noise barriers are evaluated and measured against criteria that include: whether the noise levels exceed 67 decibels (dBA), whether the homes pre-date the highway, and whether a noise barrier can be built for a reasonable cost.

During the planning of the Baltimore Beltway improvements, an environmental evaluation was conducted to determine if the adjacent communities would be impacted by noise as a result of the proposed improvements. There are two basic things we look at when making a determination of noise impact. First is whether noise levels will exceed 67 dBA, and second is whether there will be a significant change in noise levels over a no-build situation. The results of the study found that noise levels in the vicinity of Victory Avenue for the predicted design year (2015), would not reach our impact threshold of 67 (dBA). Therefore, noise barriers could not be considered for this area.

I regret that I am unable to offer a positive response to your request. However, if you should have any questions regarding this information, please feel free to contact me at (410) 545-8640.

Mark 136

Charles B. Adams

Director

Office of Environmental Design

cc:

Ms. Linda Singer, District #4

Noise Abatement Section

My telephone number is ______

Maryland Department of Transportation

The Secretary's Office

170

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

September 22, 1995

Mr. Allan T. Vail 4400 75th Avenue Landover MD 20784-2207

Dear Mr. Vail:

Thank you for your letter about a sound barrier for the Bellemead community adjacent to US 50 in Prince George's County. As you indicated in your letter, the Bellemead area has previously been determined to meet the eligibility criteria for a sound barrier. The question has been one of funding.

We are currently looking at the funding for all of the remaining retrofit noise barriers, including one for Bellemead. I expect a final decision to be made in the next few months. We are attempting to fund these remaining projects.

Again, thank you for taking the time to share your concerns with me. If you have any questions, please feel free to call Mr. Charles Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

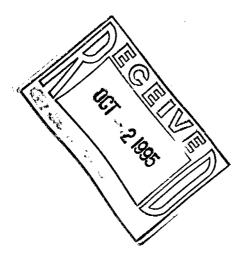
cc:

Mr. Charles B. Adams

Mr. Hal Kassoff Mr. John Lewis Mr. Allan T. Vail September 25, 1995 Page Two

bcc: Mr. Paul Armstrong Mr. James Hade

Mr. James Hade
Ms. Shawn Newson





David L. Winstead Secretary Hal Kassoff Administrator

September 8, 1995

Ms. Lori R. Wald 7607 Winterberry Place Bethesda, Maryland 20817

Dear Ms. Wald:

I received a copy of the letter you wrote to Mr. Paul Armstrong, District Engineer. He asked me to respond to you directly regarding your concerns with the noise situation along River Road (MD 190).

In 1989 the State Highway Administration did a supplemental landscape planting at the intersection of MD 190 (River Road) and MD 188 (Wilson Lane). The planting was done as a result of a noise monitoring study conducted at a residence on Cayuga Avenue. The study showed the overall average noise level in the area to be 65 decibels (dBA), below our required impact threshold of 67 dBA. The impact threshold is the level which must be exceeded in before an area can be considered for noise abatement. We currently do not have a program for retrofitting noise barriers along roadways such as MD 190 (River Road). Noise barrier construction is limited to Interstate highways and expressways.

A recent landscape analysis of MD 190 (River Road), between Wilson and Beech Tree Road found that the area contains a fair amount of natural vegetation which has left little room for additional plantings. In order to provide any landscaping in the area, we would have to remove the existing vegetation. Based on this information, we do not feel it would be feasible to do any supplemental plantings at this time.

I regret that we are unable to offer a more positive response to your request. However, if you have any questions, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Ancerely

Office of Environmental Design

cc: Mr. Paul Armstrong

Mr. Jim Hade

Mr. Ken Polcak

Ms. Shawn Newson My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free There is no room to plant removed

whiless excisting vegetation is

unless excisting vegetation. T.s.

Lori R. Wald 7607 Winterberry Place Bethesda, MD 20817

July 20, 1995

Mr. Creston Mills Jr. District Engineer MD State Highway Admin. 9300 Kenilworth Avenue Greenbelt, MD 20770

RECEIVED

JUL 24 1995

Dear Mr. Creston Mills Jr.:

District #3 Office

We have recently moved to the River Road Greenthesda area and I have seen several problems which need to be solved before there are more accidents than there already are.

First and foremost, there need to be more traffic lights along River Road. The two areas where there are back-ups are River Road and Burdette and River Road and Kenwood Park Shopping Center. The Burdette Road turn off backs up to the beltway. If you are on Burdette and want to make a left turn toward downtown Washington, good luck. Even on the weekend you can wait a long time.

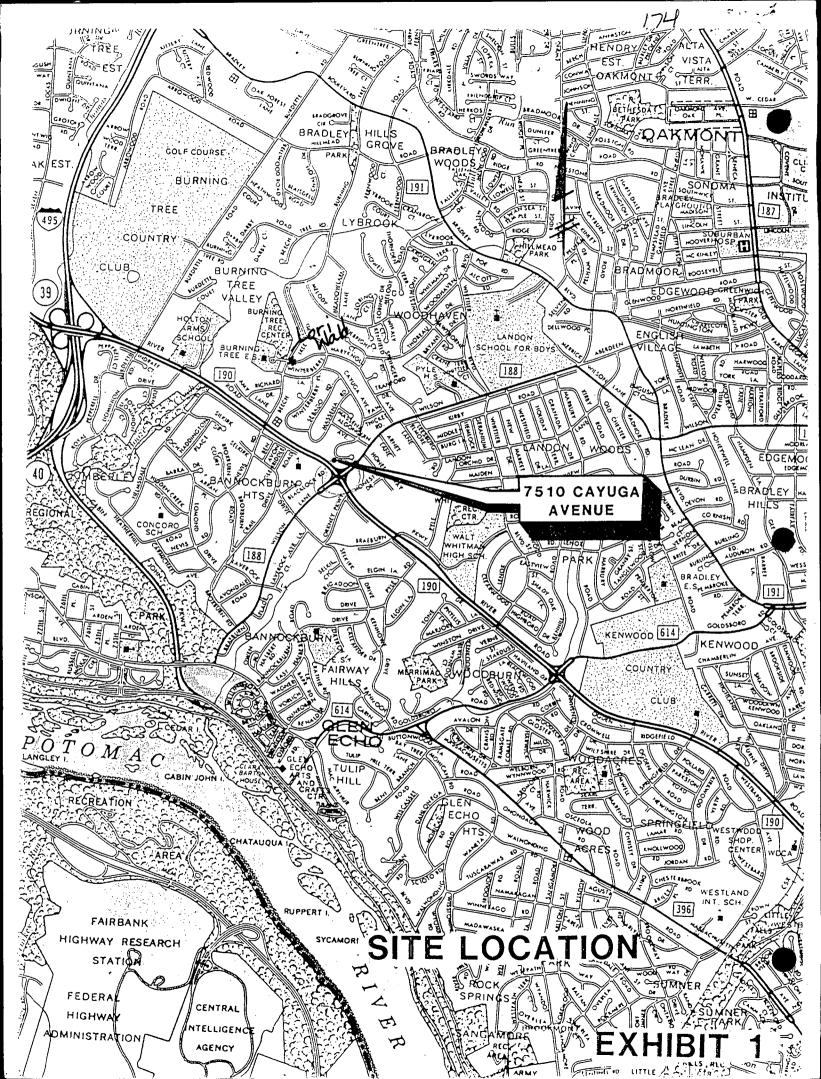
Another major problem, is the light to cross River Road from Wilson is much too short-it is inhuman! With the huge dips in the road, you must drive slowly to take it safely, but the light changes so quickly, that drivers are forced to take it quickly with disastrous consequences. I have passed many, many, accidents at that intersection. My husband generally has to wait through two to three light changes to make a left hand turn from Wilson heading downtown during rush hour. That is ridiculous. Also, that intersection needs a warning that there is a dip in the road from all sides. We all mourn the Whitman girls who crashed speeding over that bumpy part of the road.

Lastly, the noise coming from River Road is loud, especially during the winter. The area of my concern is the strip of River Road between Wilson and Beech Tree Road. Some ways to buffer the sound of traffic would be to plant some bamboo along the side of the road under the Pine trees which have gotten leggy or thin and to plant some evergreens on the median strip.

I believe that when the above measures are taken, River Road will be safer and more attractive. Thank you for your attention to this.

> Sincerely, Low R. Wald

Lori R. Wald





File

15

David L. Winstead Secretary Hal Kassoff Administrator

September 6, 1995

Mr. George E. Ward, III 16665 Cananaro Drive Annapolis, Maryland 21401

Dear Mr. Ward:

I am writing to follow-up your conversation with Ms. Shawn Newson of our office regarding the noise monitoring study conducted at your home.

The noise measurements at your community have been completed however, we have had difficulty locating the necessary mapping of the area which is needed to complete the noise report. We should have a copy of the completed report to you within the next 30 days.

In the meantime, if you have any questions regarding this matter, please feel free to contact me at (410) 333-8063.

Thank you for your patience.

Charles B. Adams

Director

Office of Environmental Design

cc: Jim Hade

Ms. Chris Murphy

Ken Polcak Shawn Newson



176

David L. Winstead Secretary Hal Kassoff Administrator

April 3, 1995

Mr. George E. Ward, III 1665 Cananaro Drive Annapolis MD 21401

Dear Mr. Ward:

I am writing to follow-up your recent meeting with Ms. Newson, of our office regarding the noise situation at your home adjacent to US 50/301.

We intend to conduct a noise monitoring study at the community of Revell Downs this spring and should be able to report our findings to you by the end of May. A representative from our office will contact you soon to coordinate a schedule for taking these measurements.

In the meantime should you have any questions, please feel free to contact me at (410) 333-8063.

Charles B. Adams

Director

Office of Environmental Design

cc: Shawn Newson

Maryland Department of Transportauon

The Secretary's Office

February 15, 1995

1

Parris N. Glendening Governor David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

Mr. George E. Ward III 1665 Cananaro Drive Annapolis MD 21401

Dear Mr. Ward:

Governor Glendening received your recent letter regarding the need for noise barriers along US 50/301, at the Revell Downs community. He has asked me to respond on his behalf.

The State Highway Administration (SHA) has been investigating the noise situation at your community, and I would like to share with you the information gathered thus far.

When the initial noise study was conducted during the planning and design phases for the US 50/301 improvements in the early 1980's, construction of all of the homes at Revell Downs had not yet been completed. The analysis was conducted using only the existing homes, and it was found that a noise barrier to protect the impacted homes did not meet the cost criterion of \$40,000 per residence. Now that all 456 homes are in place and the roadway improvements have been completed, SHA will monitor the existing noise levels to determine the degree of impact within your community. SHA will also look at what effect the removal of the westbound toll booths may have had on the noise levels near the community. A representative from SHA's Office of Environmental Design will contact you to discuss a timetable for obtaining the noise measurements.

The noise barrier along I-97 extending toward the South River is protecting the Heritage Harbour community. While it may not appear to be the case, there are homes being protected by this barrier. The barrier must extend up to several hundred feet past the last home in order to achieve the desired protection. Sometimes this makes it appear as though we are shielding woods, or parks, or other open land.

Again, thank you for taking the time to share your concerns with me. In the meantime, if you have any questions, please do not hesitate to contact Mr. Charles B. Adams, Director of SHA's Office of Environmental Design, at (410) 333-8063.

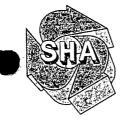
Sincerely,

David L. Winstead

Secretary

cc: __Mr. Charles B. Adams

859-7600





O. James Lighthizer Secretary Hal Kassoff Administrator

January 4, 1995

Ms. Mary Wolff 3 Bethesda Metro Center Suite 100 Bethesda MD 20814

Dear Ms. Wolff:

Thank you for your telephone call to our office regarding the noise barrier to be constructed along I-495, at Fernwood Road to East of Old Georgetown Road. As you requested, we have listed the <u>tentative</u> project advancement dates for this project.

Please keep in mind that these dates are anticipated and subject to change as planning and design phases of the project advance.

- O Anticipated construction start Fall 1995
- O Anticipated construction completion Fall 1996

If you have any questions regarding this information, please feel free to contact me at (410) 333-8063.

Charles BW Adams

Dīrector

Office of Environmental Design

cc: James Hade

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Maryland Department of Transportation

The Secretary's Office

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Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

August 7, 1995

Ms. Jean M. Zawitoski 816 Francis Avenue Baltimore MD 21227

Dear Ms. Zawitoski:

Thank you for your letter about the review of our noise barrier policy. At this time, we have not determined a schedule for public comment on this issue. Once we have decided, we will contact you so you can participate. Our current policy does, in fact, give emphasis to those communities that predate the highway construction, and this issue has already been raised for discussion.

Thank you again for taking the time to bring your concerns to our attention. The points you make echo those we have received from other concerned citizens. Your participation will be valuable in determining what direction the noise policy should take.

If you have any questions about the review process or the present noise policy, please feel free to call Mr. Charles B. Adams, Director of the Office of Environmental Design at the State Highway Administration, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc:

The Honorable Donald Murphy

Mr. Charles B. Adams

Mr. John Lewis

859-7600

Ms. Jean M. Zawitoski August 2, 1995 Page Two

cbcc:__Mr.=Jim=Hade-

The Secretary's Office

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Parris N. Giendening
Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

May 22, 1995

The Honorable Joanne C. Benson Maryland House of Delegates 1891 Brightseat Road Landover MD 20785-4256

Dear Delegate Benson:

I am writing to follow up on the issue of noise barriers on US 50 for the communities of Willow Grove, Enterprise Estates, Vista Estates, and Lottsford.

The State Highway Administration (SHA) has completed the studies to determine whether effective noise barriers could be built within our current cost criterion. I am pleased to be able to tell you that each of the communities can be protected by a barrier within our maximum cost guidelines. This determination had previously been made only for the Willow Grove community.

SHA is in the process of developing final construction documents for these barriers. While we have not yet identified funding for them, this issue is a priority we will be addressing and which we hope to resolve by this coming fall.

I trust you will be pleased with this result. If you have any questions, please feel free to call Mr. John Lewis, of my staff, at (410) 859-7966.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Hal Kassoff

Mr. John Lewis

Mr. Thomas L. Osborne

My telephone number is (410)- 859-7600



O. James Lighthizer Secretary Hal Kassoff Administrator

January 23, 1995

The Honorable Vernon F. Boozer Senate of Maryland 410 James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Boozer:

I am writing as a follow-up to your recent telephone call to Chárlie Adams, Director of our Office of Environmental Design, about the removal of the plant buffer on I-83, adjacent to the Seminary Roundtop apartments.

Please accept my sincere regrets for this mistake. These shrubs should never have been removed. Please be assured that we will re-establish the screen as early in this coming spring's planting season as possible. In the meantime, I have asked District Engineer Charles R. "Dick" Harrison to investigate the installation of slats in the chain link right-of-way fence. This action will provide some screening until we can get in to replant the area.

Again, please accept our apologies. If you have any questions, please do not hesitate to call me or Dick. Dick can be reached at (410) 321-3461.

Sincerely,

Hal Kassoff Administrator

CC:

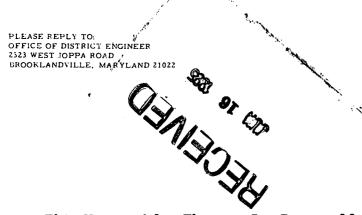
Mr. Charles B. Adams

Mr. Charles R. "Dick" Harrison



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David L. Winstead Secretary Hal Kassoff Administrator



June 14, 1995

The Honorable Thomas L. Bromwell James Senate Office Building Presidential Wing 110 College Avenue Annapolis, MD 21401-1991

Dear Senator Bromwell:

Thank you for your recent letter concerning two issues raised by Mrs. Kelly and the Long Green Valley Association.

Mrs. Kelly has requested that a noise barrier be built at I-695 and US 1 (Belair Road). We have been corresponding with Mrs. Kelly for quite a while. In our last letter, July 18, 1994, we went into great detail about noise levels near her home. We explained that on the several occasions that we did noise monitoring, the decibel level did not reach or exceed the 67 dBA standard used to determine eligibility for a noise barrier. This threshold, incidentally, is the one used both statewide and by the federal government to determine noise impact. In this letter and previously we indicated we would again monitor noise at the Kelly residence when the I-695/Belair Road project is completed. We expect this to be around November, 1995 and we will do noise monitoring shortly after.

There is a point in your letter I need to qualify. Only the end of the Beltway ramp will be moved in this area. The ramp must be slightly adjusted as it gets closer to Belair Road because it must tie into the new lane that was constructed. Mrs. Kelly, however, lives on the other portion of the ramp and the proximity of the ramp to her home will not change.

The Long Green Valley Association raised several concerns about the Cromwell Valley Bridge. This is a county project. You may wish to contact their new Director of the Department of Public Works, C. Robert Olsen (effective July 1st).

My telephone number	iS	
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The Honorable Thomas L. Bromwell June 14, 1995
Page 2

We hope this information is helpful. If you want to discuss the noise barrier issue further, please feel free to contact me or Mr. Charles B. Adams, director of our Office of Environmental Design. He may be reached at 333-8063.

Sincerely,

Charles R. Harrison Metropolitan District Engineer

CRH:LIS:ko

cc: Mr. Charles B. Adams\

Mr. Brian Dolan

COMMITTEES:

EXECUTIVE NOMINATIONS
SPENDING AFFORDABILITY
LEGISLATIVE POLICY COMMITTEE
RULES



SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401-1991



THOMAS L. BROMWELL 8TH LEGISLATIVE DISTRICT BALTIMORE COUNTY

ANNAPOLIS ADDRESS:

JAMES SENATE OFFICE BUILDING
PRESIDENTIAL WING
ANNAPOLIS, MARYLAND 21401-1991
(410) 941-3620

DISTRICT OFFICE TELEPHONE: .4101 841-3620

May 26, 1995

Mr. Charles R. Harrison, District #4 Engineer Department of Transportation - Highway Development 2323 W. Joppa Road Brooklandville, MD 21022

Dear Dick,

I recently received a call from Gloria Kelly who lives off Fitch Avenue at 7843 St. Thomas Drive, Baltimore, 21236.

As you know, Ms. Kelly previously requested sound barriers at I695 off ramp at Belair Road - U.S. 1. Since the off ramp has been moved closer to the residence, the increase in traffic and sound decibels should warrant sound barriers - at least for the off ramp.

Your response regarding the status of barriers in the budget would be appreciated. Needless to say, we should probably be talking about all of the ramps.

I am also enclosing copy of correspondence received from Charlotte Pine, President of the Long Green Valley Association. Ms. Pine has expressed concerns on behalf of the Association regarding the appearance of the proposed current design of the Cromwell Valley Bridge.

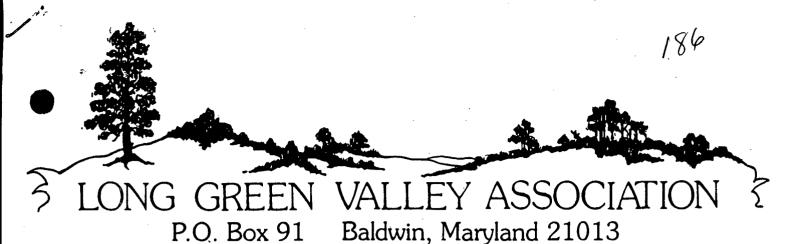
Please advise regarding the above situations.

Sincerely,

Senator Thomas L. Bromwell Chairman, Senate Finance Committee

TLB/jm

Enc.



May 17, 1995

Sen. Tom Brownwell 215 James Senate Office Buildingf Annapolis, Maryland 21401

Dear Sen. Brownwell:

At the last meeting of the Board of Directors of the Long Green Valley Association the Board unanimously requested that you reconsider the funding and current design of the Cromwell Valley Bridge for the following reasons:

- 1. The bridge is extremely expensive, approximately $2\frac{1}{2}$ million, and as such should be attractive and not a "beltway bridge" concrete and steel.
- 2. The bridge should have stone or brick facing so it would look like an Annapolis or a Williamsburg type bridge.
- 3. The Cromwell Valley Park was not envisioned in 1980 and 1985 when public hearings were held. The Park has historic homes which will be protected. The bridge will lead to Long Green Valley, which has many historic homes, and the valley itself is on the National Historic Register.
- 4. Cromwell Bridge Road and Glen Arm Road will still be narrow country roads and should be connected with an attractive bridge that does not look like a "695 bridge."
- 5. Environmental regulations which have come in place since 1980 have not been met by "transfer of Kingsville Gunpowder State Park wetlands" to replace the Cromwell Bridge wetlands disturbance. The Kingsville wetlands would not have been destroyed by the Gunpowder State Park in any event, so there is no replacement.

- Shape. A new bridge should be at least as attractive and add to scenic Cromwell Valley and not be an eyesore.
- 7. A review of the file when public hearings were held would prove that the community did not want a monster beltway bridge.

Please let us hear from you.

Very truly yours,

Charlotte W. Pine

President

CWP/vg

The Secretary's Office



Parris N. Glendening
Governor / 00 7
David L. Winstead
Secretary

Thomas L. Osborne Deputy Secretary

June 6, 1995

The Honorable Michael E. Busch Maryland House of Delegates 151 Lowe House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991

Dear Delegate Busch:

Thank you for your recent letter about a noise barrier to protect residences on South Winchester Road adjacent to US 50.

An environmental impact statement was prepared for the improvements to the US 50 corridor which indicated that the South Winchester Road community would be impacted by noise. Unfortunately, when we evaluated our options to reduce that impact, we found the cost of a barrier would exceed our current maximum of \$40,000 per residence.

The State Highway Administration (SHA) is currently reevaluating this area to determine if there is any new information which would change the earlier conclusion. This reevaluation will be finished in the next two months, at which time I will get back to you. In the meantime, if you have any questions, please feel free to contact Mr. Charles Adams, Director of SHA's Office of Environmental Design, who can be reached at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams

My telephone number is (410)- <u>859-7600</u>

TTY For the Deaf: (410) 684-6919

The Honorable Michael E. Busch
June 6, 1995
Page Two

bcc: Ms. Claire K. DeBakey

Mr. Bruce Gartner Mr. James Hade Mr. Hal Kassoff Mr. Edward Meehan RECEIVED

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Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

March 13, 1995

The Honorable James W. Campbell Maryland House of Delegates 319 Lowe House Office Building Annapolis MD 21401-1991

The Secretary's Office

Dear Delegate Hoffman:

I am writing in reply to the recent letter from you and Senator Barbara A. Hoffman about our meeting to discuss a noise barrier for the Heatherfield, Seminary Ridge and Fields at Seminary communities affected by the Baltimore Beltway (I-695).

We will be reviewing the State Highway Administration's noise program over the coming months. As we do so, we will consider the specific points you raise about traffic volume increases and additional lanes of traffic. We will be in touch with you once the program review is completed, to let you know the outcome. In the meantime, the follow-up review of data previously developed by the State Highway Administration, including additional noise-level monitoring, has been scheduled and will be coordinated with Mr. Jorgen Jensen.

Thank you again for writing. If you have any questions, please feel free to call Mr. Charles Adams, Director of Environmental Design for the State Highway Administration, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Jorgen Jensen

859-7600

My telephone number is (410)-

191

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary

April 14, 1995

The Honorable Benjamin L. Cardin Congress of the United States 227 Cannon House Office Building Washington DC 20515

The Secretary's Office

Dear Congressman Cardin:

This letter is a follow-up to my recent letter about the upcoming improvements to the Baltimore Beltway, I-695.

Noise barriers were studied for twelve areas within the project limits. Five of the areas did not meet our maximum cost limit of \$40,000 per residence. The State Highway Administration (SHA) is continuing to explore options in an attempt to develop the lowest possible cost for each area, so they may qualify.

I am pleased to tell you that, for one of the areas, Eden Roc/Saxony Court, SHA has developed a noise barrier solution which can be built within our cost criterion. SHA is proceeding with design and will include this barrier in the upcoming project.

If you have any questions, please feel free to call me or Environmental Design Director Charlie Adams, who may be reached at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Charles B. Adams

The Secretary's Office

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Parris N. Glendening
Governor

David L. Winstead
Secretary

Thomas L. Osborne

Deputy Secretary

October 13, 1995

The Honorable Norman H. Conway Maryland House of Delegates 1312 Whittier Drive Salisbury MD 21801-3241

Dear Delegate Conway:

Thank you for your transmittal of Mr. Robert J. Evans's letter about our noise policy and the Hazelwood-Park East Civic Association's desire for a noise barrier to protect their community.

The community's concerns about our existing criteria are identical to those we have received from a number of other communities. The panel assembled to review all of the issues is giving serious consideration to all of these concerns. We will definitely share their suggestions with the panel.

At this point we have not determined if there will be any additional testimony. If we do schedule this, we will invite Mr. Evans to participate. I do not believe we need any additional information about Hazelwood-Park East at this time. I know they have been working with both the State Highway Administration (SHA) and the Maryland Transportation Authority on this issue and we have that information available to the review panel.

Again, thank you for taking the time to bring this to our attention. If you have any additional questions, please feel free to contact Mr. Charles Adams, Director SHA's Office of Environmental Design, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Charles B. Adams

Mr. Hal Kassoff Mr. John Lewis

My telephone number is (410)- 859-760

Mr. Robert J. Evans October 12, 1995 Page Two

bcc: Mr. Bruce Gartner

Mr. John Lewis

Prepared by: Charlie Adams, SHA, Office of Environmental Design



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David L. Winstead Secretary Hal Kassoff Administrator

April 28, 1995

The Honorable Dana Lee Dembrow Maryland House of Delegates 2917 Schubert Drive Silver Spring MD 20904-6893



Dear Delegate Dembrow:

Thank you for your recent letter about a noise barrier for the Indian Spring community adjacent to I-495.

The Indian Spring residents have been very patient. Your support for a barrier is also appreciated. As indicated in my letter to Mr. Stec, we will be reviewing the entire noise program and its underlying policies in the coming months. In doing so, we will look at funding for the remaining barriers which are approved but as yet unfunded. The Indian Spring area will be given full consideration in this review.

We will get back in touch with you when we complete the program review. In the meantime, please feel free to call me or Charlie Adams, our Director of Environmental Design, if you have any questions. Charlie can be reached at (410) 333-8063.

Sincerely.

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

The Honorable Dana Lee Dembrow April 28, 1995 Page Two

bcc: Mr. Bruce Gartner

Mr. James Hade Mr. Creston J. Mills



The Secretary's Office

196

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary

September 20, 1995

Mr. Harry W. Detrich, Jr. 4208 74th Place Hyattsville MD 20784

Dear Mr. Detrich:

Thank you for your letter about a sound barrier for the Bellemead community adjacent to US 50 in Prince George's County. The Bellemead area has previously been determined to meet the eligibility criteria for a sound barrier as you indicated in your letter. The question has been one of funding.

We are in the process of looking at the funding for all of the remaining retrofit noise barriers, including Bellemead. I expect a final decision will be made in the next few months. We are making every effort to fund these remaining projects.

Again, thank you for taking the time to share your concerns with me. If you have any questions, please feel free to call Mr. Charles Adams, Environmental Design Director at the State Highway Administration, who can be reached at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams

Mr. Hal Kassoff Mr. John Lewis



197

David L. Winstead Secretary Hal Kassoff Administrator

PLEASE REPLY TO: OFFICE OF DISTRICT ENGINEER 2323 WEST JOPPA ROAD BROOKLANDVILLE, MARYLAND 21022

May 16, 1995

The Honorable Thomas E. Dewberry 1002 Ingleside Avenue Baltimore, MD 21228

Dear Delegate Dewberry:

This letter is in response to an inquiry from your staff regarding the status of the noise barrier on I-695, between US 40 and I-70.

You may be pleased to know that we expect to advertise the project for bids this coming November and to begin construction in April 1996.

The majority of the barrier will be built on its ultimate location, allowing for the future widening of the Baltimore Beltway when it can be funded. However, there are some areas where retaining walls and other engineering considerations would make this cost-prohibitive. In these cases, we will build the walls on temporary locations and move them when the widening occurs. Panels and other materials that can be salvaged will be used on the panels that will be done in conjunction with the widening.

We hope this information is helpful. Please don't hesitate to contact me if you have any questions.

Sincerely,

Charles R. Harrison

Metropolitan District Engineer

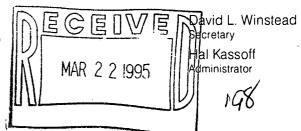
CRH: LTS: ko

Mr. Charles B. Adams

Ms. Linda Singer

My telephone number is _____





March 17, 1995

The Honorable Darrel Drown Vice Chairman Howard County Council The George Howard Building 3430 Courthouse Drive Ellicott City MD 21043

Dear Councilman Drown:

I am writing in response to your recent letter to Charlie Adams, Director of our Office of Environmental Design, about a noise barrier for the Millbrook Road area adjacent to I-70. This area meets our current eligibility criteria for a noise barrier; the issue has been one of funding.

A number of concerns have been raised about the noise barrier program, including funding for those areas which meet program criteria. You may be pleased to know that, over the coming months, we will conduct a complete review of our noise program. In doing so, we will consider the funding issues, as well as those of eligibility and priority of projects.

We will certainly get back to you when we complete this review and can report on the status of the Millbrook Road area. In the meantime, if you have any questions, please feel free to contact me or Charlie Adams. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free The Honorable Darrel Drown March 17, 1995 Page Two

bcc: Mr. Bruce Gartner

Mr. James Hade Mr. Douglas Rose

The Secretary's Office



Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne **Deputy Secretary**

July 12, 1995

The Honorable Robert L. Ehrlich, Jr. Congress of the United States House of Representatives 315 Cannon House Office Building Washington DC 20515

Dear Congressman Ehrlich:

Thank you for your recent letter about sound barriers for the Oakleigh community adjacent to I-695.

The schedule and the funding for the Oakleigh sound barriers remain as you indicated in your letter. The State Highway Administration (SHA) has begun the design for this project and expects the project will be put out for bids in the late fall of 1996. A meeting with Ms. Mouery and her community is being planned for later this summer, to bring them up to date on the project's progress. We intend to follow through with the commitment we made to build these barriers.

I hope this information satisfies your concerns. If you have any additional questions, please feel free to call me or Mr. Charles Adams, SHA's Director of Environmental Design, who can be reached at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Charles B. Adams

Mr. Hal Kassoff

Mr. John Lewis

Mr. Thomas L. Osborne

The Honorable Robert L. Ehrlich, Jr. July 12, 1995
Page Two

bcc: Mr. Bruce Gartner

Mr. James Hade

Mr. Charles R. Harrison

Prepared by: Charles Adams, Office of Environmental Design, SHA

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The Secretary's Office



Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary

May 22, 1995

The Honorable Nathaniel Exum Maryland House of Delegates 1891 Brightseat Road Landover MD 20785-4256

Dear Delegate Exum:

I am writing to follow up on the issue of noise barriers on US 50 for the communities of Willow Grove, Enterprise Estates, Vista Estates, and Lottsford.

The State Highway Administration (SHA) has completed the studies to determine whether effective noise barriers could be built within our current cost criterion. I am pleased to be able to tell you that each of the communities can be protected by a barrier within our maximum cost guidelines. This determination had previously been made only for the Willow Grove community.

SHA is in the process of developing final construction documents for these barriers. While we have not yet identified funding for them, this issue is a priority we will be addressing and which we hope to resolve by this coming fall.

I trust you will be pleased with this result. If you have any questions, please feel free to call Mr. John Lewis, of my staff, at (410) 859-7966.

Sincerely,

David L. Winstead

Secretary

My telephone number is (410)- 859-7600

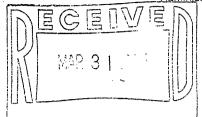
TTY For the Deat: (410) 684-6919



David L. Winstead Secretary

Hal Kassoff

Administrator



March 29, 1995

The Honorable Gilbert J. Genn Maryland House of Delegates 220 Lowe House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991

Dear Delegate Genn:

This letter responds to the questions you asked at last December's Consolidated Transportation Program meeting. You had wondered how Maryland's costs for noise barriers compared to those experienced by other states and whether Maryland could build less costly barriers.

Precast concrete is the preferred material for noise barriers because it is durable and accepts a variety of surface finishes and colors. We checked comparative costs and found that precast post, panels, and supporting foundations averaged \$17.00 per square foot of surface area nationwide during the period 1988-1992. Maryland's average cost during that period was \$16.50 per square foot. We contacted several of the most active states and confirmed that their costs for precast concrete systems are still in the same range.

You also questioned whether we could build noise barriers less expensively. Less costly systems are available: during 1988-1992, for instance, wood barriers averaged \$14.00 per square foot, concrete block \$12.00, metal \$12.00, and brick \$16.00. However, alternative materials are less durable and cost more over the long term when maintenance and reconstruction costs are considered. This may explain why, during that same period, 15.5 million square feet of precast concrete noise barriers were built, compared to 3.9 million of wood, 3.5 million of block, 800,000 of metal and 400,000 of brick. These other materials also offer fewer aesthetic options than does concrete.

Data from across the country support our belief that concrete is the material of choice. However, we are always open to new technology and, as new products are developed, we will evaluate their potential for use in Maryland.

My telepho	ne number is	
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The Honorable Gilbert J. Genn March 29, 1995 Page Two

Thank you again for allowing us to address your concerns. I hope this information is helpful. If you have any questions, please feel free to call me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc: Mr. Charles B. Adams





David L. Winstead Secretary Hal Kassoff Administrator

February 14, 1995

The Honorable Gilbert J. Genn Maryland House of Delegates 220 Lowe House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991

Dear Delegate Genn:

During the December 8, 1994, Montgomery County House and Senate Joint Public Hearing, you requested an explanation of Maryland's "cost per residence" accounting procedures for noise barriers and how those procedures compare with those of other states.

I wanted to give you an update on what we are doing to respond to your request. We are in the process of obtaining information on noise barrier costs from other states to determine how their procedures relate to Maryland's. We expect to have a response to you by mid March. In the meantime, if you have any questions, please feel free to call me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

cc:

Mr. Charles B. Adams

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Office of Environmental Pasign

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Governor David L. Winstead

Parris N. Glendening

Secretary Thomas L. Osborne

Deputy Secretary

The Secretary's Office

October 2, 1995

The Honorable Leo E. Green Senate of Maryland 3123 Belair Road Bowie MD 20715-3198

Dear Senator Green:

Thank you for your most recent letter about an update on the Kingswood noise barrier.

You will be pleased to know that Governor Glendening has directed the Department to expedite construction of retrofit noise barrier projects in our Consolidated Transportation Program (CTP) over the next three years. We will be reviewing funding over the next few weeks and expect to have a decision on the funding of this barrier by the time of the Prince George's County CTP tour meeting. We will get back to you at that time.

In the meantime, if you have any questions, please feel free to call State Highway Administrator Hal Kassoff at (410) 333-1111.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Hal Kassoff

859-7600 My telephone number is (410)-

TTY For the Deaf: (410) 684-6919

The Honorable Leo E. Green September 25, 1995 Page Two

bcc: Mr. Charles B. Adams Mr. John Lewis

The Secretary's Office



Parris N. Glendening Governor

David L. Winstead
Secretary

Thomas L. Osborne Deputy Secretary

August 28, 1995

The Honorable Leo E. Green Senate of Maryland 3123 Bel Air Drive Bowie MD 20715-3198

Dear Senator Green:

Thank you for your recent letter on behalf of your constituent, Mr. John Cece. Mr. Cece has also written to the Governor and, for your information, I am enclosing a copy of my reply on the Governor's behalf.

As I indicated to Mr. Cece, we are reviewing the entire noise policy. As we do so, we will address the funding issue for all of those previously approved, but as yet unfunded, areas.

I hope this response addresses your concerns. If you have any additional questions, please feel free to call me.

Sincerely,

David L. Winstead

Secretary

Enclosure

cc: Mr. Hal Kassoff

Mr. Thomas L. Osborne

My telephone number is (410)- 859-7600

The Honorable Leo E. Green August 28, 1995 Page Two

bcc: Mr. Paul Armstrong

Mr. Bruce Gartner Mr. James Hade Ms. Shawn Newson Mr. Neil J. Pedersen Mr. Douglas Rose



The Secretary's Office

210

Parris N. Glendening
Governor 150

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary

June 30, 1995

The Honorable Leo E. Green Senate of Maryland 3123 Belair Drive Bowie MD 20715-3198

Dear Senator Green:

Thank you for your recent letter requesting an update on the Kingswood noise barrier.

My last letter to you indicated the design would proceed and funding would be reviewed during the next Consolidated Transportation Program (CTP) update, this fall. At this point, there is nothing new to report on the funding.

However, since my last letter, we have been making plans to conduct a full review of our noise barrier policy and program. This review will take place over the next several months and will address a range of concerns, including eligibility and funding.

I know you are very interested and concerned about this as it relates to both the Kingswood area and the Lanham Station community. Please be assured we will give every consideration to the issues which both areas present, and that we will let you know the outcome.

Thank you again for writing. If you have any further questions, please feel free to call me or State Highway Administrator Hal Kassoff, who can be reached at (410) 333-1111.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Hal Kassoff

859-7600

My telephone number is (410)-

The Honorable Leo E. Green June 29, 1995 Page Two

bcc: Mr. Charles B. Adams

Mr. Paul Armstrong

Mr. Bruce Gartner

Mr. John Lewis (MDOT) Mr. James Hade

Mr. Thomas Osborne



The Secretary's Office



Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

April 28, 1995

The Honorable Leo E. Green Senate of Maryland 3123 Belair Drive Bowie MD 20715-3198

Dear Senator Green:

Thank you for your recent letters to Governor Parris N. Glendening and I regarding noise impacts at the Lanham Station community. Governor Glendening asked that I reply on his behalf and to emphasize that he is certainly concerned about the health, safety and livability of Maryland's communities.

As you are aware, one of the eligibility criteria of the current noise abatement policy is that homes must have been built before the roadway was constructed; the Lanham Station area homes were built after the roadway. There have been a number of concerns raised about the current noise policy and a complete review will be made to determine the need for changes. This review will be done in the coming months; and while it is not known whether this review process may affect the Lanham Station neighborhood, it is important we give fair consideration to their concerns.

In the meantime, I have asked that any information contained in the Lanham Station Citizen's Association letter be reviewed by the State Highway Administration to see if it changes the situation under the present policy. You can expect to hear from Mr. Hal Kassoff by the end of May.

If you have any questions please do not hesitate to call me or Hal Kassoff at (410) 333-1111. Thanks for bringing these concerns to my attention.

Sincerely.

David L. Winstead

Secretary

cc: The Honorable Parris N. Glendening

Mr. Hal Kassoff

My telephone number is (410)- 859-7600

TTY For the Deaf: (410) 684-6919

The Secretary's Office

213

Parris N. Glendening Governor David L. Winstead Secretary Thomas L. Osborne Deputy Secretary

March 22, 1995

The Honorable Leo E. Green
212 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Green:

I am replying to the letter you recently forwarded to me from your constituent, Mr. John Cece, about a noise barrier for the Kingswood Community.

This community meets all of our criteria for a noise barrier. I know you are aware of this and that the issue has been availability of funding. We are proceeding with the design of this project to get it ready for advertisement in one year. The possibility of funding for construction will be addressed in the Department's next Consolidated Transportation Program (CTP) update. We will also need to reconfirm Prince George's County's commitment for 20 percent of the project cost.

Thank you for writing. You and your constituents have been eager to move ahead with this project and we appreciate your patience. If you have any questions, please feel free to call State Highway Administrator Hal Kassoff at (410) 333-1111.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Hal Kassoff

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My telephone number is (410)- 859-7600

TTY For the Deal: (410) 684-6919

The Secretary's Office

214

Parris N. Giendening

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary

March 6, 1995

The Honorable Leo E. Green Senate of Maryland 212 James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Green:

Thank you for your recent letters to me and Hal Kassoff about a sound barrier for the Lanham Station Community.

I know you are aware that the State Highway Administration has looked into this issue at Lanham Station on several occasions. Previous studies have indicated that the homes in this community were built after the Capital Beltway was constructed. The present noise barrier criteria require that, to be considered for a barrier, impacted residences must predate the original highway. Based upon these criteria, Lanham Station does not qualify for a noise barrier.

Noise mitigation is a complex issue. I have therefore requested a detailed review of the current noise policy, including eligibility criteria and funding. This review will occur over the next few months. While I cannot say how this may affect the Lanham Station issue, please be assured that we will consider the circumstances of Lanham Station as we conduct this review, and that we will let you know the outcome.

Thank you again for letting us know of your constituents' continuing concerns. If you have any questions, please feel free to call me or State Highway Administrator Hal Kassoff, who may be reached at (410) 333-1111.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Hal Kassoff

859-7600



216

O. James Lighthizer Secretary Hal Kassoff Administrator

Office of District Engineer State Highwey Administration 9300 Keniiworth Avenue Greenbeit, Maryland 20770

January 4, 1995

The Honorable Leo E. Green 3123 Belair Drive Bowie MD 20715-3198

Dear Senator Green:

Thank you for your letter regarding noise and landscaping issues at the Princeton Square Community in Bowie.

Our Office of Environmental Design has reviewed this location and advises that Princeton Square did <u>not</u> qualify for a noise barrier because it was constructed after the US 50 expansion project was approved.

The berm was constructed to provide some relief and we would be glad to work with the Community and/or the City of Bowie, to develop a plan to have it landscaped.

I hope this information is helpful, and if you have questions, please call me.

Sincerely

Creston J. Mills, Jr. District Engineer

CJM:ljb

cc: Mr. Charlie Adams

RECEIVED

JAM 5 1995

Office of Environmental Design

My telephone number is _

513-7311

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baitimore, MD 21203-0717 Street Address: 707 North Caivert Street • Baitimore, Maryland 21202

The Secretary's Office



Parris N. Glendening

Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

May 19, 1995

The Honorable Barbara A. Hoffman Senate of Maryland Suite 301 6615 Reisterstown Road Baltimore MD 21215-2603

Dear Senator Hoffman:

This letter is in follow-up to our meeting on a noise barrier for the Heatherfield, Seminary Ridge, and Fields at Seminary communities adjacent to I-695/I-83 and to Deputy Secretary Thomas Osborne's letter to you about this issue. I want to let you know that I am very interested in and concerned about this issue.

These communities do not meet our current criteria for approval of a noise barrier. The residents have raised a number of issues as to why a barrier should be built. As we discussed, when this section of the Beltway is improved in the future, a noise barrier would be included as a part of that improvement. Because this is not expected to occur in the near future, the question becomes one of whether a barrier should be built sooner, based on the noise impact of previous construction along this section of the Beltway. A number of similar concerns have been raised about the current noise policy (implemented in 1987) in general, and we believe it is time to review that policy. I have discussed this with Governor Glendening, who is also very concerned about noise barriers. He agrees a review is warranted.

This review will be conducted by a panel of state elected officials which I will co-chair. My intent is to complete the review by September. The issues pertinent to the Heatherfield, Seminary Ridge, and Fields at Seminary area will be used as a case study; I believe this approach will be valuable in helping us to determine what direction we should take in drafting a revised policy.

A copy of the State Highway Administration's (SHA) response to Mr. Jorgen Jensen's recent letter, together with the report on SHA's supplemental noise studies dated April, 1995 is enclosed for your information. We appreciate the patience which the residents of Heather-field have extended while we evaluated and reviewed their concerns. We are anxious, as I know you and the community are, to resolve this matter.

859-7600

The Honorable Barbara A. Hoffman May 19, 1995 Page Two

If you have any questions, please feel free to give me a call.

Sincerely,

David L. Winstead

Secretary

218

The Honorable Barbara A. Hoffman May 23, 1995 Page Two

bcc: Mr. Charles B. Adams

Ms. Claire K. DeBakey

Mr. Bruce Gartner

Mr. Jim Hade

Mr. Charles R. Harrison

Mr. Charles R. Olsen

Ms. Linda Singer

Prepared by: Charles B. Adams, Office of Environmental Design

The Secretary's Office

219

Parris N. Glendening Governor David L. Winstead Secretary Thomas L. Osborne Deputy Secretary

April 12, 1995

The Honorable Paula Colodny Hollinger Maryland House of Delegates 206 James Senate Office Building Annapolis MD, 21401-1991

Dear Delegate Hollinger:

This letter is a follow-up to my recent letter about the upcoming improvements to the Baltimore Beltway, I-695.

Noise barriers were studied for twelve areas within the project limits. Five of the areas did not meet our maximum cost limit of \$40,000 per residence. The State Highway Administration (SHA) is continuing to explore options in an attempt to develop the lowest possible cost for each area, so they may qualify.

I am pleased to tell you that, for one of the areas, Eden Roc/Saxony Court, SHA has developed a noise barrier solution which can be built within our cost criterion. SHA is proceeding with design and will include this barrier in the upcoming project.

If you have any questions, please feel free to call me or Environmental Design Director Charlie Adams, who may be reached at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams

My telephone number is (410)- 859-7600

The Honorable Paula Colodny Hollinger April 12, 1995 Page Two

bcc: Ms. Claire K. DeBakey

Mr. Robert D. Douglass

Mr. Bruce Gartner

Mr. James A. Hade

Mr. Charles R. Harrison

Mr. Hal Kassoff

Mr. Charles R. Olsen



The Secretary's Office

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Parris N. Glendening
Governor
David L. Winstand

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

May 22, 1995

The Honorable Paula Hollinger Senate of Maryland 206 James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Hollinger:

Thank you for forwarding me a copy of Mr. Sanford Teplitzky's letter to you about a noise barrier for the Eden Roc/Saxony Court neighborhood.

I am pleased that the State Highway Administration (SHA) was able to develop a workable option for the Eden Roc/Saxony Court area. As we have discussed, noise barrier decisions are not always favorable.

I would also like to apologize for the lack of a timely response to Mr. Teplitzky. SHA was working to develop additional noise barrier options and this information was not immediately available to Ms. Singer.

Again, I am glad we have been able to have a positive outcome for the community. Thank you for taking the time to bring this to our attention.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Hal Kassoff

Ms. Linda Singer (w/incoming)

The Honorable Paula Hollinger May 24, 1995 Page Two

bcc:

Mr. Charles B. Adams

Ms. Claire DeBakey

Mr. Bruce Gartner

'Mr. Jim Hade

Mr. Charles R. Harrison

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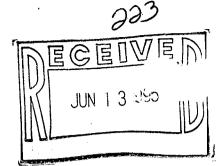
The Secretary's Office

Fite to Willow Grove

Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary



May 22, 1995

The Honorable Carolyn J. B. Howard Maryland House of Delegates 1891 Brightseat Road Landover MD 20785-4256

Dear Delegate Howard:

I am writing to follow up on the issue of noise barriers on US 50 for the communities of Willow Grove, Enterprise Estates, Vista Estates, and Lottsford.

The State Highway Administration (SHA) has completed the studies to determine whether effective noise barriers could be built within our current cost criterion. I am pleased to be able to tell you that each of the communities can be protected by a barrier within our maximum cost guidelines. This determination had previously been made only for the Willow Grove community.

SHA is in the process of developing final construction documents for these barriers. While we have not yet identified funding for them, this issue is a priority we will be addressing and which we hope to resolve by this coming fall.

I trust you will be pleased with this result. If you have any questions, please feel free to call Mr. John Lewis, of my staff, at (410) 859-7966.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Hal Kassoff

Mr. John Lewis

Mr. Thomas L. Osborne

Note: The GlenDak Estates area is referred to a Lottsford in this letter.



224

David L. Winstead Secretary Hal Kassoff Administrator

September 25, 1995

The Honorable Steny H. Hoyer Congress of the United States House of Representatives U.S. District Courthouse Suite 310 6500 Cherrywood Lane Greenbelt MD 20770

Dear Congressman Hoyer:

Thank you for your letter on behalf of your constituent, Mr. Kevin Kennedy, of the Sellman Estates community located along I-95 in Prince George's county.

Before we can consider a community for noise abatement a set of criteria must be met. An essential part of our criteria relates to the date of community construction. We consider noise abatement for those areas where a majority of the homes were built before the adjacent highway was. Our records indicate that the impacted homes in the Sellman Estates community were built after completion of I-95. Based on this information, we cannot consider the area for noise abatement. While noise levels may be high, a guiding principle of our program has been to place priority on those areas where highway construction impacts existing communities.

I regret that I am unable to offer a positive response to your request. However, if you have any questions, please feel free to call me or Charlie Adams, Director of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff
Administrator

cc: Mr. Charles B. Adams

My telephone number is _____

The Honorable Steny H. Hoyer September 25, 1995 Page Two

bcc: Mr. James Hade

Ms. Shawn Newson

Prepared by: Shawn Newson, Environmental Design

The Secretary's Office .

April 14, 1995

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FOR Farris N. Glendening

David I

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

The Honorable John Adams Hurson Maryland House of Delegates 313 Lowe House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991

Dear Delegate Hurson:

Thank you for your letter about funding for a noise barrier at Woodside Forest on the Capital Beltway. I can understand your constituents' concern, and appreciate the opportunity to clarify the situation for them.

The noise barrier panels on the outer loop of I-495 west of Georgia Avenue are over 15 years old, and are one of the first such projects in the state. The material from which they are made pre-dates the development of the pre-cast concrete which we now use for barriers. Unfortunately, this earlier material did not hold up as well as it should and the panels have cracked and begun to deteriorate in a dangerous manner. We have taken emergency measures to stabilize the existing barrier to ensure public safety and believe its rehabilitation, including the replacement of panels, is imperative.

While the Woodside Forest community meets all of the criteria for a barrier of its own, sufficient funds are not available for construction as has also been the case in a number of other areas. We will be reviewing SHA's entire noise policy over the coming months including eligibility criteria, prioritization and funding. We will keep you apprised of this as we proceed.

I hope this letter adequately explains the need to repair the existing barrier. If you have any additional questions, please feel free to call Mr. Charles Adams, Director of Environmental Design for the State Highway Administration (SHA), at (410) 333-8063, or SHA's District Engineer,

Mr. Creston Mills, at (301) 513-7311.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Charlie Adams

Mr. Hal Kassoff

Mr. Creston J. Mills, Jr.

My telephone number is (410)- 859-7





David L. Winstead Secretary Hal Kassoff Administrator

September 13, 1995

The Honorable Kevin Kamenetz County Council of Baltimore County Courthouse Towson MD 21204

Dear Councilman Kamenetz:

I am writing in response to your recent letter to District Engineer Dick Harrison about noise barriers along I-695 at the communities of Grasty Woods and Hillstead.

Please accept our apologies for the failure to notify you of the July 31 meeting. It was an unintentional oversight which we sincerely regret.

The specific points in your letter about the present noise policy were made a part of the record at the September 11 meeting of the policy review panel. Your comments are similar to those which have been received from others and are under consideration by the panel.

We certainly recognize the situation that these communities are in and their strong desire for noise barriers. While it would be premature to speculate on the outcome of the review, please be assured that your comments will be fully considered.

Sincerely,

Cyabeth L. Honer, Deputy Hal Kassoff Administrator

Mr. Charles B. Adams (w/incoming) CC:

Mr. Charles R. "Dick" Harrison

Secretary David L. Winstead

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address:: P.O. Box 717 • Baitimore, MD*21203-0717 Street Address: 707 North Caivert Street • Baitimore, Maryland 21202

228

The Honorable Kevin Kamenetz September 13, 1995 Page Two

bcc: Mr. James Hade

Ms. Shawn Newson

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Office of Environmental Jesign

The Secretary's Office



Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

May 8, 1995

The Honorable Kevin Kamenetz Councilman County Council of Baltimore County Court House Towson MD 21204

Dear Councilman Kamenetz:

Thank you for your letter about a noise barrier for the Grasty Road area adjacent to the Baltimore Beltway.

The State Highway Administration (SHA) is now reevaluating each of the areas which were initially determined not to meet the cost criteria for a barrier. The purpose is to identify the most effective, lowest cost option for each location. While the results will not necessarily identify solutions that are within our maximum cost of \$40,000 per residence, they will show what additional funds, beyond those from the state, would be needed to construct a noise barrier.

The information you sent about the twenty homes along Grasty Road and the residences from the Hillstead Drive area is being included in this reevaluation. I have asked SHA Administrator Hal Kassoff to follow up with you and the other elected officials once the additional work is completed.

In the meantime, if you have any additional questions, please feel free to call SHA's Director of Environmental Design, Mr. Charles Adams, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

Mr. Charles B. Adams cc:

Mr. Hal Kassoff

My telephone number is (410)-

TTY For the Deal: (410) 684-6919



J30

David L. Winstead Secretary Hal Kassoff Administrator

June 8, 1995

The Honorable Edward J. Kasemeyer Senate of Maryland 1330 Sulphur Spring Road Arbutus MD 21227-2794

Dear Senator Kasemeyer.

Thank you for your recent letter about a noise barrier along I-95 in the Arbutus area.

You are correct that a project for this area was previously identified in the State Highway Administration's Type II noise program. There are a number of projects in a similar situation which have not been funded for construction. A number of issues have been raised about the State's highway noise program, including funding for previously identified projects. Secretary Winstead has asked that a complete review of the program and policy for noise barriers be undertaken to determine the need for changes. This review is scheduled to begin shortly. I suggest that any further study be held off until the review is complete. The question in the Arbutus area is one of funding rather than eligibility, as has been the case in other areas.

If you have any questions, please feel free to call me or Charlie Adams, our Director of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely/

Hal Kassoff Administrator

cc:

Mr. Charles B. Adams

Secretary David L. Winstead



231

David L. Winstead Secretary Hal Kassoff Administrator

January 27, 1995

The Honorable Nancy K. Kopp Maryland House of Delegates 221 Lowe House Office Building 6 Governor Bladen Boulevard Annapolis MD 21401-1991

Dear Delegate Kopp:

I am writing as a follow-up to our conversation about the sound barrier project for the Wyngate Community on I-495.

Enclosed, as you requested, is a copy of the letter from Governor Schaefer to you approving this project. We have confirmed with Montgomery County staff that the twenty percent match has been approved. A copy of the capital appropriation data sheet for the project is also enclosed.

The project is currently being designed. We anticipate advertising for bids this spring with a construction start in the late summer or early fall.

If you have any questions, please feel free to call me or Charlie Adams, our Director of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Enclosures

cc: Mr. Charles B. Adams

The Honorable Nancy K. Kopp January 27, 1995 Page Two 938

bcc: Mr. Bruce Gartner

Mr. James Hade

Mr. Creston J. Mills, Jr.

Mr. Neil Pedersen



The Secretary's Office



Parris N. Glendening Governor David L. Winstead Secretary Thomas L. Osborne

Deputy Secretary

March 13, 1995

The Honorable Betty Ann Krahnke Montgomery County Council Stella B. Warner Council Office Building Rockville MD 20850

Dear Councilmember Krahnke:

Thank you for your recent letter about the State's noise barrier policy. As you noted, we will be reviewing the entire noise policy over the coming months. As we do, we will look at current criteria, including the cost-per-residence criterion, to see where changes may be in order.

Please be assured we will fully consider the concerns you raise and will contact you after the review has been completed. If you have any questions in the meantime, please feel free to call Mr. Charles Adams, Director of Environmental Design for the State Highway Administration, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

Mr. Charles B. Adams cc:

Charlie Adams wants to know if someone from our office will be setting up a meeting with Councilmember Krahnke? Would you like Charlie to handle the meeting or should our office set up one.

Judy

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859-7600



MONTGOMERY COUNTY COUNCIL

ROCKVILLE, MARYLAND

234

BETTY ANN KRAHNKE

February 9, 1995

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The Honorable David Winstead, Secretary-Designate Maryland Department of Transportation 707 North Calvert Street Baltimore, Maryland 21203-0717

Dear Secretary-Designate Winstead:

I am writing to follow up on our conversation at breakfast last month regarding the State's policy on noise walls. As you know, I presented testimony at the Montgomery County Delegation's hearing in December on the CTP and among other things, advocated installation of additional noise walls along I-270 and I-495.

In my testimony, I mentioned that construction of noise walls is a major concern for many regishborhoods along I-495 and I-270. Some of these neighborhoods have corresponded with the State for many years and have been told that they meet the noise criteria but the cost estimates for building noise walls are too high. At the same time, there has been extensive installation of noise walls along the Baltimore beltway and Route 50. Much of the recent work along the Baltimore Beltway is due to the work of former Congresswoman Bentley who earmarked federal funds on behalf of her constituents.

I was encouraged when the Wyngate community last year received long overdue funding for noise walls. However, I am disappointed that funding for noise walls was not included in the HOV project to protect homeowners living adjacent to either J-270's East Spur, completed last year, or I-270's West Spur who will soon have to listen to noise from not just four lanes of traffic but six.

It is my understanding that SHA is currently considering revisions to the noise barrier policy. I hope that you will support revisions leading to new criteria for installing noise barriers to protect neighborhoods which may not meet the current cost per home criteria for retrofit, but are nonetheless impacted by noise levels which are above the State's standard of 67 decibels.

As we discussed, the \$40,000 was an arbitrary figure to begin with. Certainly inflation in nine years has reduced what that amount can do, effectively knocking more communities out of consideration. In addition, topography and zoning affect the cost per home estimate.

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I believe noise walls are as much a part of road widening and construction as pavement. Montgomery County's land use plans envision continuing residential land uses at the current densities on almost every area where residences exist along our major highways.

Thank you for your attention to this matter. In order to ensure that my constituents can provide input on revisions, please keep me informed of any changes to the current policy on noise barriers. I look forward to continuing to work with you on this and other transportation needs in Montgomery County.

Sincerely,

Betty Ann Krahnke Councilmember

The Secretary's Office

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Parris N. Glendening Governor David L. Winstead

Thomas L. Osborne Deputy Secretary

Secretary

August 21, 1995

The Honorable John R. Leopold Maryland House of Delegates 213 Lowe House Office Building Annapolis MD 21401

Dear Delegate Leopold:

Thank you for your letter about our noise abatement policy and your request to include revisions which would allow for a noise barrier at the Castle Harbour Community. The issue of eligibility for noise barriers based upon the date when a given community is developed, is one of many being discussed by the noise policy review panel.

I certainly appreciate you taking the time to share your concerns. Please be assured that your issue will be fully explored in our review. In the meantime, if you have any additional questions or comments, please feel free to contact Mr. Charles B. Adams, Director of the State Highway Administration's Office of Environmental Design at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams

859-7600

The Honorable John R. Leopold August 21, 1995 Page Two

bcc: Mr. Bruce Gartner

Mr. James D. Hade Mr. Hal Kassoff Mr. Edward Meehan



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David L. Winstead Secretary Hal Kassoff Administrator

July 27, 1995

The Honorable John R. Leopold Maryland House of Delegates 8226 Houlton Harbor Pasadena MD 21122

Dear Delegate Leopold:

I am writing in response to your recent letter to Charlie Adams, Director of our Office of Environmental Design, about traffic noise at the Castle Harbour Condominiums.

As you are aware, the State Highway Administration (SHA) has established criteria to guide the decisions on where noise abatement should be provided. We use the date that we receive approval of a project's final environmental impact document as the effective date for consideration of noise barriers. Any development occurring after that date is not eligible for noise barriers under current policy. At the time the decisions on the location and design of MD 10 were made, the Castle Harbour Community had not yet been built. The effective date for MD 10 is 1978. Our records show that Castle Harbour was developed in 1987, while MD 10 was being constructed, and therefore, is not eligible for noise barriers.

A number of issues have been raised about our existing criteria and the SHA noise abatement program. These concerns have led Secretary of Transportation David L. Winstead to review the entire policy and determine where revisions may be needed. This review process began in late June and is expected to take several months to complete. If the policy review changes the circumstances at Castle Harbour, we will revisit the issue.

If you have any questions, please do not hesitate to call me or Charlie Adams. Charlie can be reached at (410) 333-8063.

Sincerely

Hal Kassoff Administrator

cc:

Mr. Charles B. Adams

Secretary David L. Winstead

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Prepared_by: Charles B. Adams, OED

The Secretary's Office



Parris N. Glendening Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

October 6, 1995

The Honorable Anne MacKinnon Chairwoman Prince George's County Council County Administration Building Upper Marlboro MD 20772

Dear Councilwoman MacKinnon:

Thank you for your recent letter supporting a sound barrier for the Bellemeade/Landover Hills area.

We have previously determined that a barrier for the area adjacent to US 50 from approximately MD 410 to the vicinity of MD 202 meets our eligibility criteria. The delay has been due to lack of funding. We are now reviewing the funding for all of the remaining, unfunded, retrofit noise barriers. A final decision should be made in the next several months.

I would very much like to visit the Bellemeade neighborhood to see for myself the extent and nature of the situation, and would be delighted if you would accompany me. My staff will be arranging for a visit in the near future, and will call your office to coordinate.

Again, thank you for taking the time to share your concerns and support for this project.

Sincerely.

David L. Winstead

Secretary

cc: The Honorable Rushern L. Baker, III

The Honorable Anne Healey

Mr. Hal Kassoff

The Honorable Paul Pinsky

My telephone number is (410)-TTY For the Deaf: (410) 684-6919

The Honorable Anne MacKinnon October 6, 1995 Page Two

Mr. Charles B. Adams bcc:

> Mr. Paul Armstrong Mr. Bruce Gartner Mr. James Hade

Mr. John Lewis

Ms. Shawn Newson 3 L H. Environmental

Mr. Thomas Osborne

Office of Environmental Design

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Maryland Department of Transportation State Highway Administration

David L. Winstead Secretary Hal Kassoff Administrator

March 10, 1995

The Honorable Ida G. Ruben Senate of Maryland 204 Senate Office Building Annapolis MD 21401-1991

Dear Senator Ruben:



Thank you for your letter inquiring about the status of a noise barrier for the Indian Spring community adjacent to the Capital Beltway.

Previous studies confirmed the Indian Spring area meets our noise barrier eligibility criteria. The issue has been one of funding. A number of areas are in the same situation as Indian Spring.

There have been a variety of concerns raised about the current noise policy, one of which is funding for areas that meet the criteria. We will be conducting an in-depth review of the entire program, including eligibility criteria and funding, over the next few months. We will get back to you after this review has been completed to let you know the outcome.

I have enclosed a copy of my most recent letter to Mr. Stec for your information. If you have any questions, please feel free to call me or Charlie Adams, our Director of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely.

Hal Kassoff Administrator

Enclosure

cc: Mr. Charles B. Adams

My telephone number is	telephone num	is	
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David L. Winstead Secretary Hal Kassoff Administrator

May 24, 1995

The Honorable C.A. Dutch Ruppersberger, III Baltimore County Executive Executive Office 400 Washington Avenue Towson MD 21204

Dear County Executive Ruppersberger:

Thank you for your recent letter about a noise barrier along the Baltimore Beltway at the Hillstead Drive community. I would like to provide you with some background on this issue.

A noise impact assessment was performed for the upcoming improvements to I-695 from Reisterstown Road to I-83 (JFX). This analysis looked at whether these improvements would affect the existing, noise-sensitive developments and, if so, whether we can effectively reduce any of those impacts at a reasonable cost.

While we determined there are a number of homes in the Hillstead Road community which will be impacted by noise from the expanded Beltway, the cost to provide a minimum amount of noise reduction greatly exceeds our \$40,000-per-protected residence ceiling. In coming to that conclusion, we divided the number of impacted homes which can also be protected by a noise barrier into the total barrier cost. In the case of the Hillstead Drive community, that cost reflects the facts that these homes are located on large parcels (so that fewer homes would be protected per square foot of barrier) and that the ground elevation rises away from the Beltway (so that the barriers would have to be higher -- therefore more costly -- to provide a minimally acceptable level of noise protection). Unfortunately, these factors work against a reasonable cost solution.

With all of that said, however, we remain sympathetic to the needs of these residents and would like to remain open to a creative solution. We are therefore willing to consider up to the maximum state contribution to a barrier (i.e., \$40,000 per protected residence), if the balance can be obtained from another source or sources. The timing of such funding would be subject to availability of funds. We are continuing to work with the community to explore these possibilities.

My telephone number is ______

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



The Honorable C.A. Dutch Ruppersberger, III May 24, 1995 Page Two

Also, Secretary Winstead has asked for a review and assessment of our current noise barrier policy. This will include an evaluation of the \$40,000 limit (which has been the highest in the country). If changes occur which could help the case of a noise barrier at this location, we will certainly take them into account.

The Beltway expansion will result in the removal of some trees. We have designed the improvements to avoid or minimize tree removal, particularly where there is existing, residential development. We will also provide additional evergreens in an attempt to increase the noise-reduction effectiveness of the existing buffer.

I hope this letter helps to explain the situation in the Hillstead Drive area. If you have any questions, please feel free to call me or Charlie Adams, our Director of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hál Kassoff Administrator

cc: Mr. Charles B. Adams

Secretary David L. Winstead





David L. Winstead Secretary Hal Kassoff Administrator

August 23, 1995

The Honorable Audrey E. Scott Prince George's County Council County Administration Building Upper Marlboro MD 20772

Dear Councilwoman Scott:

Thank you for your recent letter about a sound barrier for the Kingswood community.

We are in the process of reviewing the current noise policy as a result of a number of concerns raised by citizens and their elected representatives. This review will address impact assessment, eligibility criteria, funding for noise barriers, and local responsibilities -- including the point you raise about the counties' 20% share of the cost.

I appreciate your point that the 20% county share is not required by law. This was an administrative requirement, which was instituted several years ago. The logic behind this requirement includes the fact that the need for, and benefits from, sound barriers arise from land use as well as transportation decisions. Land use decisions, of course, are local in nature. Also, to the extent that sound barriers succeed in providing benefits and adding value to residential property, a fraction of these benefits are theoretically "captured" every year through enhanced property values. At the same time, we have been asked to continue the sound barrier program at a time when limited state funds have reduced our ability to deliver many critically needed transportation projects.

We expect our review to be completed in the next several months. While it would be premature to speculate on what changes may result from the policy review, I want to assure you that your point will receive full consideration.

Thank you again for sharing your views on this issue. If you have additional comments or concerns, please feel free to call me or Charlie Adams, Director of our Office of Environmental Design. Charlie may be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Mr. Charles B. Adams CC:

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 The Honorable Audrey E. Scott August 23, 1995 Page Two

Mr. Paul Armstrong bcc:

Mr. Bruce Gartner

Mr. James Hade

Mr. John Lewis (MDOT) w/incoming Ms. Shawn Newson

Mr. Thomas L. Osborne

AUG 25 1995

Office of Environmental Design

The Secretary's Office

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Parris N. Glendening
Governor

David L. Winstead Secretary

Thomas L. Osborne
Deputy Secretary

September 22, 1995

Mr. Duane J. Tramp 4201 73rd Avenue Hyattsville MD 20784-2207

Dear Mr. Tramp:

Thank you for your letter about a sound barrier for the Bellemead community adjacent to US 50 in Prince George's County. As you indicated in your letter, the Bellemead area has previously been determined to meet the eligibility criteria for a sound barrier. The question has been one of funding.

We are currently looking at the funding for all of the remaining retrofit noise barriers, including one for Bellemead. I expect a final decision to be made in the next few months. We are attempting to fund these remaining projects.

Again, thank you for taking the time to share your concerns with me. If you have any questions, please feel free to call Mr. Charles Adams, Director of the State Highway Administration's Office of Environmental Design, at (410) 333-8063.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams

Mr. Hal Kassoff

Mr. John Lewis



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MAR 2 1995



STATE OF MARYLAND OFFICE OF THE GOVERNOR

Office of Environmental Design

February 13, 1995

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

The Honorable Decatur W. Trotter Senate of Maryland 313 James Senate Office Building 110 College Avenue Annapolis MD 21401-1991

Dear Senator Trotter:

Thank you for your recent letter regarding a sound barrier for the Willow Grove Community. As you state in your letter, we have determined that an effective sound barrier can be constructed within our cost criteria. The State Highway Administration (SHA) is therefore preparing design plans and specifications for this area.

As you asked, subsequent to the request to study Willow Grove, the State Highway Administration initiated preliminary studies for the Enterprise Estates, Vista Estates, and Lottsford communities. These preliminary analyses will be completed this spring. Once these additional investigations are complete, we will be able to see the big picture for noise abatement along this section of US 50. Therefore, I think it best that we not go beyond the design phase on the Willow Grove project until all preliminary analyses of the area have been finished. In the meantime, design activities for Willow Grove will remain unaffected. The State Highway Administration will keep you and your constituents apprised as the design proceeds.

Thank you again for your interest in noise abatement possibilities for this area. If you have any questions, please feel free to contact State Highway Administrator Hal Kassoff at (410) 333-1111.

Sincerely,

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Parris N. Glendening Governor

cc: Mr. Hal Kassoff

Mr. Charles B. Adams bcc:

Mr. Bruce Gartner
Mr. James Hade R-312

Mr. Dale Hilliard

Mr. Creston J. Mills, Jr.

Secretary David L. Winstead

The Secretary's Office



Parris N. Glendening
Governor

David L. Winstead Secretary

Thomas L. Osborne Deputy Secretary

May 22, 1995

The Honorable Decatur W. Trotter Senate of Maryland 313 James Senate Office Building Annapolis MD 21401-1991

Dear Senator Trotter:

I am writing to follow up on the issue of noise barriers on US 50 for the communities of Willow Grove, Enterprise Estates, Vista Estates, and Lottsford.

The State Highway Administration (SHA) has completed the studies to determine whether effective noise barriers could be built within our current cost criterion. I am pleased to be able to tell you that each of the communities can be protected by a barrier within our maximum cost guidelines. This determination had previously been made only for the Willow Grove community.

SHA is in the process of developing final construction documents for these barriers. While we have not yet identified funding for them, this issue is a priority we will be addressing and which we hope to resolve by this coming fall.

I trust you will be pleased with this result. If you have any questions, please feel free to call Mr. John Lewis, of my staff, at (410) 859-7966.

Sincerely,

David L. Winstead

Secretary

cc:

Mr. Hal Kassoff

Mr. John Lewis

Mr. Thomas L. Osborne

My telephone number is (410)- S59-7600

TTY For the Deaf: (410) 684-6919



David L. Will Secretary

Hal Kassoff Administrator

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March 14, 1995

The Honorable Christopher Van Hollen, Jr. Senate of Maryland 304 James Senate Office Building 6 Governor Bladen Boulevard Annapolis MD 21041-1991

Dear Senator Van Hollen:

Thank you for your recent letter about sound barriers for the Woodside Forest community. I would like to address the questions you raised about:

- 1. How many of the original Type II projects remain: I would like to correct an error in my last letter to you. There are actually two unfunded projects remaining from the original list of twenty six, not nine. I apologize for any confusion this may have created. The previous letter included projects for which funds had been approved but which had not completed construction. The remaining two projects are:
 - I-95 Prince George's County, Inner loop from Baltimore/Washington Parkway to West of Good Luck Road; and
 - ♦ I-95 Baltimore County, North of Metropolitan Boulevard to North of Southwestern Boulevard.

An additional five projects meet our criteria but are also not funded. These include the Woodside Forest area.

2.& 6. When we expect to complete the remaining projects: Retrofit noise barrier projects are funded at an average of \$4-5 million per year (a figure which includes a 20 percent local share). For FY 95 and 96, the current two-year program period, our anticipated expenditures are \$17.1 and \$15.9 million respectively. The amounts which exceed the \$4-5 million figure represent special demonstration funds which were exclusively earmarked for the Baltimore Beltway when Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA).

The remaining two projects from our original list are not funded in the current Consolidated Transportation Program (CTP).

Noise barrier funding for FY 97 will be developed during the next CTP update cycle this year.

My telephone number is
Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

The Honorable Christopher Van Hollen, Jr. March 14, 1995 Page Two

- 3. Whether any projects are being delayed for lack of a local match: At this point, these projects are not being delayed due to a lack of the 20 percent local share. Montgomery County has already indicated its willingness to commit the match for Woodside Forest.
- 4. Whether Woodside Forest is first on the list: We have not prioritized these additional areas at this time. We will proceed with the design of each of them so we can move forward with minimal delay when funding is available.
- 5. Whether remaining projects are being delayed for reasons other than lack of state funding: These projects have not gone forward because funding is unavailable.
- 7. Whether we have performed detailed cost analyses and, if not, what our best estimate of cost is: We have not developed a detailed cost estimate for Woodside Forest. Our preliminary estimate is \$2,700,000.
- 8. Whether it would expedite the process if county funds were earmarked for this project: The enclosed letter from Mr. Edgar Gonzalez outlines Montgomery County's interest in providing the local share for this project.

You may also be interested to know that, over the coming months, we will be reviewing our noise mitigation policy as a whole. In doing so, we will look at issues such as eligibility, funding, and priority. I will get back with you as soon as we have come to some resolution of these issues.

I hope this letter satisfactorily addresses your questions. If you would like any additional information, please feel free to call me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely.

Hal Kassoff Administrator

cc: Mr. Charles B. Adams





David L. Winstead Secretary Hal Kassoff Administrator

October 10, 1995

The Honorable Chris Van Hollen, Jr. Senate of Maryland 3415 Farragut Avenue Kensington MD 20895-2132

Dear Senator Van Hollen:

Thank you for your letter about funding for a noise barrier to reduce the noise impact at the Woodside Forest community adjacent to I-495.

The design of all of the remaining Type II barrier projects has begun, including Woodside Forest. The design process will take approximately one year to complete. As for the funding, a final decision on this issue will be made in conjunction with the Consolidated Transportation Plan (CTP) update and statewide tour which has begun. Every effort is being made to identify funding for all of these projects.

Please let me know if you have any additional questions.

Sincerely,

Hál Kassoff Administrator

cc: Mr. David L. Winstead

bcc: Mr. Charles B. Adams

Mr. Paul Armstrong

Mr. Bruce Gartner

Mr. Jim Hade

Prepared by:

Charlie Adams, Office of Environmental Design



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David L. Winstead Secretary Hal Kassoff Administrator

January 24, 1995

The Honorable Christopher Van Hollen, Jr. Senate of Maryland 304 James Senate Office Building 6 Governor Bladen Boulevard Annapolis MD 21041-1991

Dear Senator Van Hollen:

Thank you for your recent letter regarding noise abatement for the Woodside Forest community. I would like to address each of the questions which Ms. Carol Moors Toth, President of the Woodside Forest Civic Association, raised in her letter to you.

- 1-2. Funds for retrofit noise barriers, for which the Woodside Forest area is a candidate, come from the same federal and state sources that fund a variety of highway needs, including safety and bridge repairs. Construction scheduling is determined by the availability of money, considering all of our highway needs. There are still a number of the original list of twenty-six retrofit projects which have not been funded. (see 7-8 below)
- County funds have also been used on recent projects. The percentage for retrofit projects has been 20 percent.
- 3a. The Wyngate noise barrier project was approved using a formula of 80 percent federal and 20 percent Montgomery County funding.
- 4. We have not conducted detailed construction feasibility studies in the Woodside Forest community. However, we have conducted noise monitoring studies. (Copies are enclosed for your information).
- 5a. There are nine (9) projects remaining on the original Type II list of 26. (see 7-8 below)

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My telephone number is	*** *** *** *** *** *** *** *** *** **

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The Honorable Christopher Van Hollen January 24, 1995 Page Two

- 5b. In all candor, the Woodside Forest community was not included on the original list because, when the list was first established, the State Highway Administration had no record of inquiries from the area. We have since added Woodside Forest as a supplemental area to that original list.
- 5c-d. There was no formal process for any community to become part of the original list. Areas were monitored based on previous correspondence and were prioritized according to the degree of impact, length of exposure to noise, levels above the impact threshold, and size.
- 6. We have no record of this information.
- 7-8. Noise abatement projects are classified as either Type I or Type II projects. The "new" communities receiving noise barriers are those which fall into Type I classification. These noise barriers are erected in conjunction with new roadway construction or with the reconstruction/expansion of existing highways.

Such projects are planned when an environmental impact analysis, conducted as part of the highway planning process, predicts that the noise impact from the proposed highway will exceed a threshold reading of 67 decibels, and when an effective noise barrier can be built which meets our cost criterion of \$40,000 per residence.

Type II ("or retrofit") noise barriers, on the other hand, are erected when the highway was built before environmental impact analyses became a requirement of the highway development process. These are standalone projects which consist of barrier construction only, and are funded subject to the availability of federal money and a local share of 20% of the project cost.

In answer to your specific question about the steps that are needed to get noise barriers built at the Woodside Forest community: as stated earlier, that would take a 20% local share of the project cost and available federal funds.

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The Honorable Christopher Van Hollen January 24, 1995 Page Three

Let me assure you we are very aware of the noise concerns at Woodside Forest. While this area was not included in the original retrofit noise barrier list of twenty-six projects, we have subsequently evaluated the situation and determined that the eligibility criteria are met. The issue still remains one of finances, and we have a number of unfunded projects similar to Woodside Forest.

As funds can be allocated for individual projects, we intend to complete all those projects which have been identified as meeting our criteria. I regret not being able to give you a more definite timetable at this time.

I hope this information adequately answers your questions about the Woodside Forest community. If you have any more questions, please feel free to contact me or Charlie Adams, Director of our Office of Environmental Design. Charlie can be reached at (410) 333-8063.

Sincerely,

Hal Kassoff Administrator

Enclosures

cc: Mr. Charles B. Adams (w/incoming)

Mr. James Hade

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The Honorable Christopher Van Hollen January 24, 1995 Page Four

bcc: Mr. Bruce Gartner